OFFICIAL PLAN PROPOSALS

knox - eastern

CITY OF TORONTO PLANNING AND
DEVELOPMENT DEPARTMENT

SEPTEMBER 1982

OFFICIAL PLAN PROPOSALS

knox-eastern

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

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Introduction

This report contains proposals for a Part II Official Plan for the Knox-Eastern area (see Map 1.1).

The Part I Official Plan for the City of Toronto, approved by the Minister of Municipal Affairs in October 1969, sets out broad policies for land use and development for the entire City. Since that time the Plan has undergone a number of amendments which reflect changes in Council policy on numerous details of the Plan's provisions. In order to clarify Official Plan policies and provide for particular area characteristics, Part II Official Plan Amendments have been adopted or are currently under study for most of the City. These Part II amendments allow for more detailed study on an area by area basis with further public participation.

In conjunction with specifications and amendments to general policy statements, a Part II Official Plan process permits an examination of the the zoning by-law and its amendment, where appropriate. The zoning by-law is the mechanism by which the land use policies established in the Part I and II Official Plan are implemented. The Zoning By-law controls desired and appropriate land uses and densities.

The purpose of this report is to bring forward for public discussion proposed land use policies which have been developed for the Knox-Eastern Area. Further to the Part I Official Plan, more detailed land use policies for Knox-Eastern have been prepared to establish a consistent and co-ordinated land use policy implemented by the Part II Official Plan and specific amendments to the Zoning By-law.

In undertaking the present Part II study, all of the Official Plan and Zoning designations currently applicable to Knox-Eastern have been reviewed. This report recommends amendments to the Part I Official Plan and the Zoning By-law as it applies to Knox-Eastern, specific Part II Official Plan policies, and other implementation

programmes related to traffic and parking, property standards, public recreation and environmental improvements. It is intended that this report provide a context for future development in the Knox-Eastern area and the tools to implement this development strategy. Because one of the major land uses in the Knox-Eastern area is represented by the industrial sector, this study also recommends that the City's industrial policy and its complementary zoning be applied in appropriate portions of the area.

This "Proposals Report" sets out recommendations for public review. One or more public meetings will be held to discuss these proposals. Public discussion and other submissions will then be taken into consideration in the production of a Final Recommendations report. The public will also have the opportunity to comment on the final report when it is before the Planning Board, the Land Use Committee of City Council, and if objections to the Official Plan or Zoning policies are filed, before the Ontario Municipal Board. The Ontario Municipal Board is a Provincial quasi-judicial body which resolves local planning issues.

1. A Description of Knox-Eastern

1.1 Context

The Knox-Eastern Planning Area, located in the east end of the City, is bounded on the north by the rear lot lines of properties on the north side of Queen Street East, on the east by Coxwell Avenue, on the south by Lakeshore Boulevard and on the west by Leslie Street (see Map 1.1).

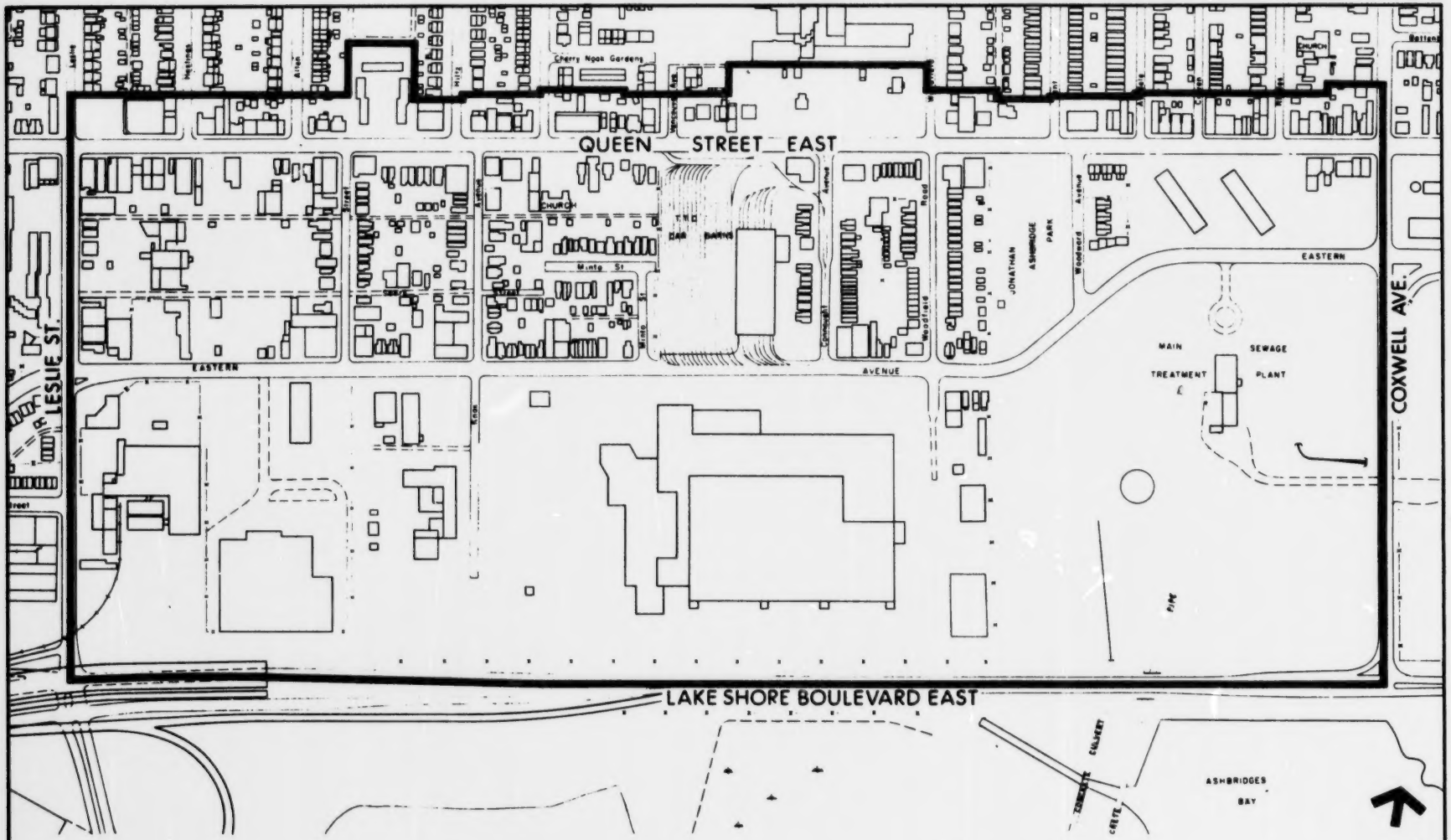
Knox-Eastern comprises approximately 41 hectares (101.5 acres) and contains a mixture of residential and industrial uses, with some commercial uses located along Queen Street East. Map 1.2 illustrates the existing land use pattern in the study area, and Table 1.1 sets out the percentage distribution of land use by land use type.

Within a larger context, Knox-Eastern forms a transition area between large stable residential areas to the north and west, and extensive and stable industrial areas to the south. To the south-east lies the Eastern Beaches. Map 1.3 graphically depicts the relationship of Knox-Eastern to the surrounding areas.

TABLE 1.1

DISTRIBUTION OF LAND USES (PERCENTAGE OF TOTAL LAND AREA)

USE	%
Residential	19.1
Mixed Commercial-Residential	2.8
Commercial	2.5
Industrial	45.4
Open Space	27.1
Other and vacant	.9



BOUNDARIES OF STUDY AREA

0 50 100m

STUDY AREA

KNOX-EASTERN

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

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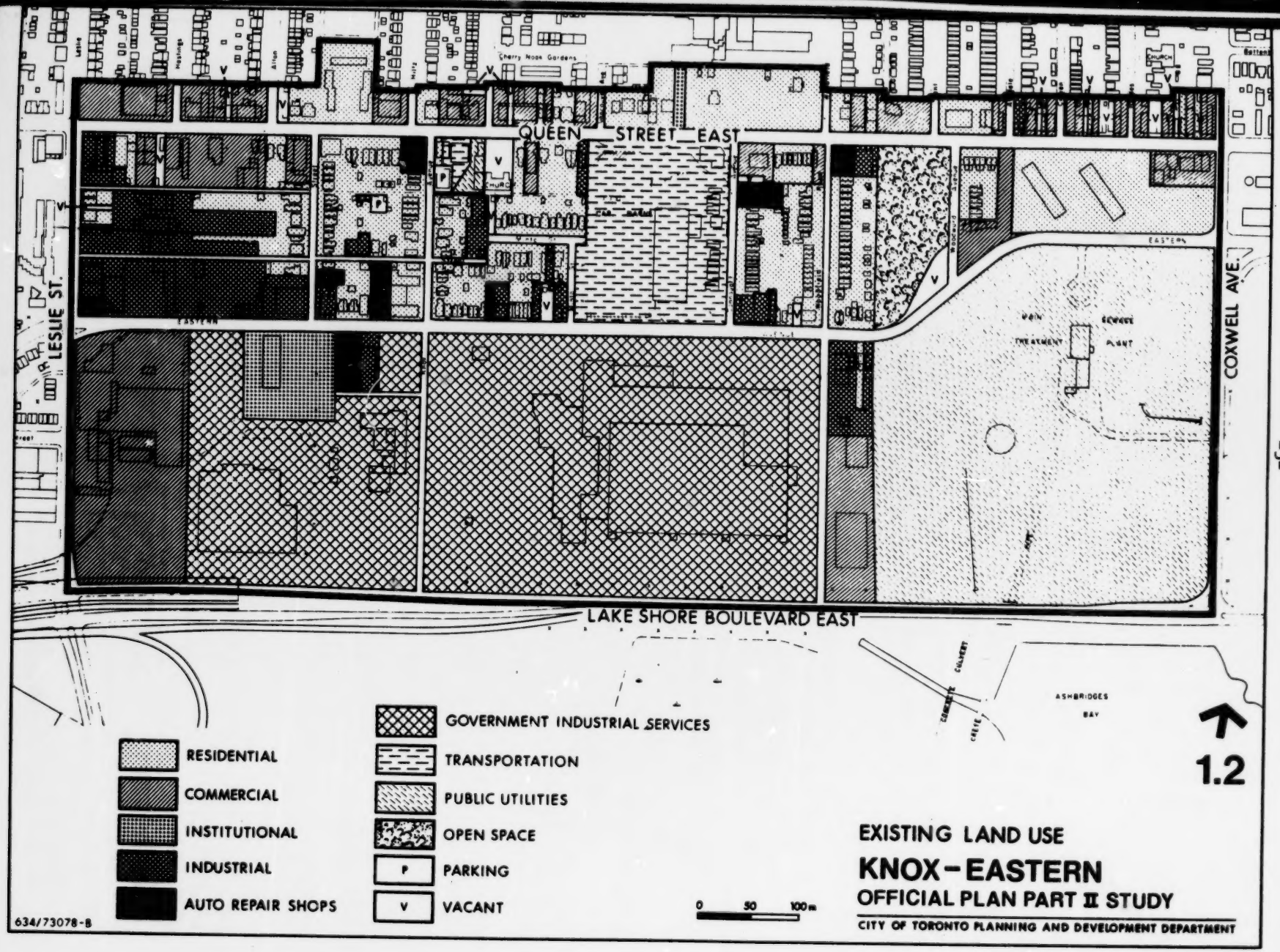
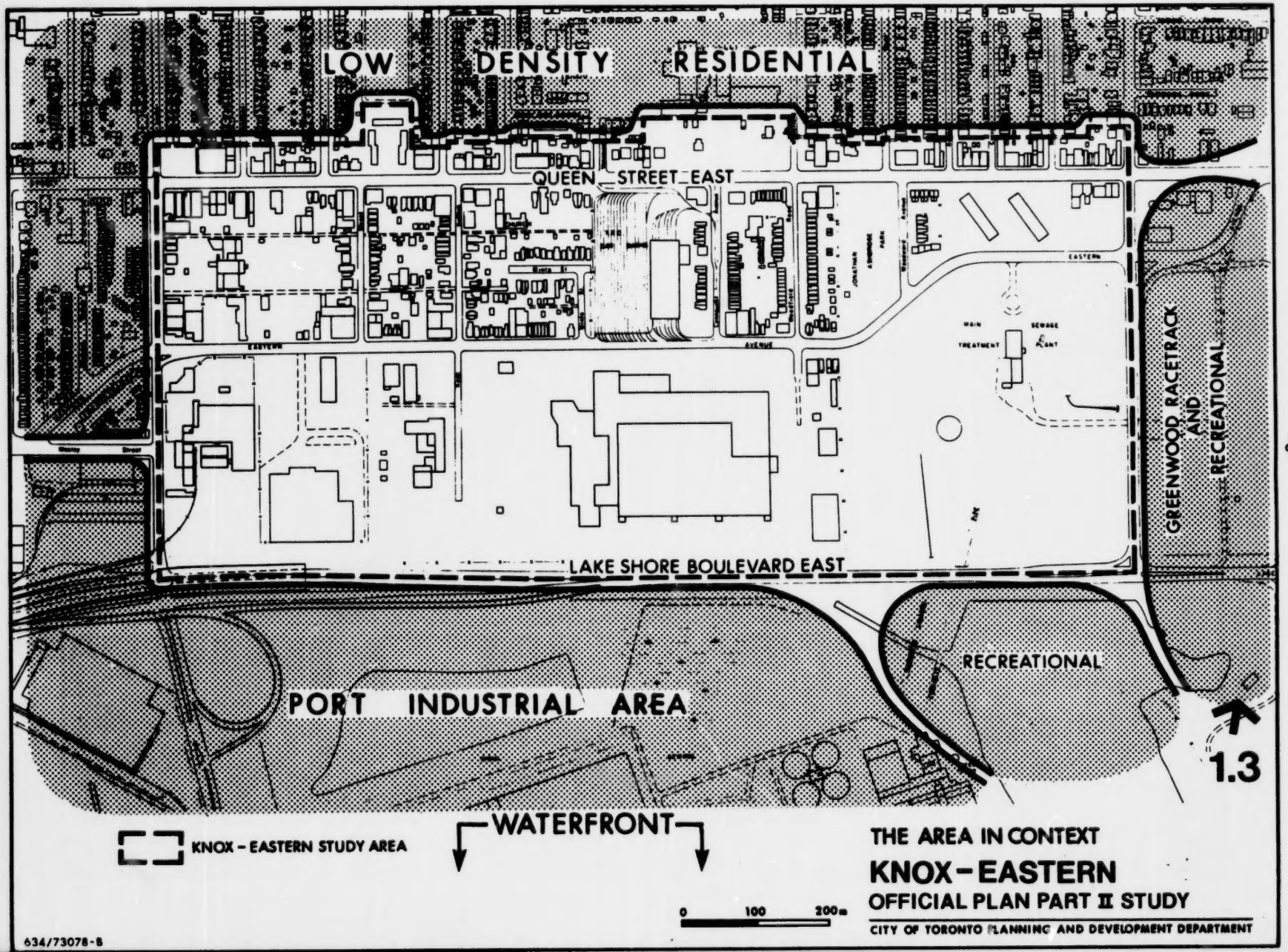

QUEEN STREET EAST
LESLIE ST.
COXWELL AVE.
LAKE SHORE BOULEVARD EAST
ASHBRIDGES BAY
RESIDENTIAL
COMMERCIAL
INSTITUTIONAL
INDUSTRIAL
AUTO REPAIR SHOPS
GOVERNMENT INDUSTRIAL SERVICES
TRANSPORTATION
PUBLIC UTILITIES
OPEN SPACE
P PARKING
V VACANT
0 50 100m
634/73078-8
1.2
EXISTING LAND USE
KNOX-EASTERN
OFFICIAL PLAN PART II STUDY
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT


LOW DENSITY RESIDENTIAL
QUEEN STREET EAST
LAKE SHORE BOULEVARD EAST
GREENWOOD RACETRACK AND RECREATIONAL
RECREATIONAL
PORT INDUSTRIAL AREA
1.3
WATERFRONT
KNOX - EASTERN STUDY AREA
0 100 200m
THE AREA IN CONTEXT
KNOX - EASTERN
OFFICIAL PLAN PART II STUDY
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
634/73078-B

1.2 Land Use In Knox-Eastern

1.2.1. Residential

Approximately 19.4 acres or 19.1% of the land area in Knox-Eastern is occupied by residential uses. Most of the housing is provided in the form of low rise detached, semi-detached or row housing located along an internal street system: Laing Street, Knox Avenue, Minto Street, Connaught Avenue, Woodfield Road and Woodward Avenue. There are two major six storey apartment projects located in the area, at 1328 and 1555 Queen Street East. These two projects account for 35% of the total 453 dwelling units in Knox-Eastern and represent 26.4% of all residential floor area. Despite the large number of non-house form units, the overall character of the residential areas of Knox-Eastern remains low rise and single family in nature. The average residential density is .58 times the area of the lot.

Due to the presence of the two apartment projects, the percentage of owner occupied units in the area, 34.4%, is lower than the City wide average of 39%.* Excluding these two projects, however, the percent of owner occupancy, 54.4%, is higher than for the rest of the City.

Housing in Knox-Eastern is concentrated north of Eastern Avenue and east of Laing Street. There are some industrial uses scattered throughout this residential area, and the T.T.C car barns on Connaught Avenue divide the residential area in two, but for the most part the area east of Laing and north of Eastern Avenue is essentially residential in character.

* Source: 1979 Provincial Assessment File.

In general, most residential properties in Knox-Eastern appear to be in satisfactory physical condition. A survey of residential and non-residential buildings in the area was carried out by the City's Buildings and Inspections Department in December 1978**. The survey revealed that a majority of residential buildings, (66%), were in fair to good condition. The houses that were considered to be in poor condition are scattered throughout the area, and there does not appear to be any major concentration of poor housing in Knox-Eastern.

According to the 1980 Assessment File, 1,153 people reside in the Knox-Eastern area; the average household size is 2.8 persons per household. The most current demographic data available for the Knox-Eastern area is from the 1971 Census, making these data significantly out of date for the purpose of describing the present population. Data from the 1976 Census is not available for the area since the Census enumeration areas for 1976 do not correspond in any way to the boundaries of the Knox-Eastern study area.

1.2.2 Industrial

Industry in Knox-Eastern is largely concentrated west of Laing Street and south of Eastern Avenue. A wide range of industrial uses are represented in this area. Approximately 56 businesses are housed in the same number of properties currently in industrial use.

** Good - Building in above average condition.
None or very few repairs.

Fair - Building in average condition.
Needs none or very few repairs.

Poor - Building in poor state. Needs major maintenance and repair programme.

Printing firms, metal products factories, wholesalers, a barrel reconditioner, small manufacturing plants, several auto body shops, a number of salvage yards and a courier service are all found in the area. In addition, an interesting feature of industry in Knox-Eastern is the extensive use of industrial land by public agencies. The operations for the Toronto Transit Commission Connaught Car Barns, maintenance yards of the Board of Education and the City of Toronto Department of Purchasing and Supply, the Fire Academy and the South Central Sorting Station of the Post Office are all located in Knox-Eastern. A pumping facility of the Metropolitan Toronto Main Sewage Treatment Plant is also located in Knox-Eastern, on a large site which functions for the most part as open space.

The majority of industrial buildings are in fair to good condition according to the survey conducted by the Department of Buildings and Inspections noted earlier. Only a small proportion, 7%, were found to be in need of extensive repair.

Most new industrial buildings developed in Knox-Eastern have been built by the public agencies just mentioned. However, some new industrial buildings have been constructed by private industry and upgrading of some existing plants has occurred. Industrial land, including parking, storage and auto related uses, constitutes approximately 44% of the land area. The average density of industrial buildings in the area is .52 times the lot area.

1.2.3 Commercial

Commercial uses in Knox-Eastern are located for the most part along the north side of Queen Street East, and are concentrated at the intersections of Leslie Street and Coxwell Avenue. About half of the commercial uses are located in mixed commercial-residential buildings, with the other half occupying purely commercial structures. In total about 2.8% of the land area in Knox-Eastern is devoted to mixed commercial-residential use and 2.5% to purely commercial use. The standard of repair of commercial and mixed commercial-residential buildings also appears to be generally good.

The Knox-Eastern commercial strip does not enjoy the kind of cohesiveness typical of many of Toronto's retail strips. The characteristic mixed commercial-residential structure is found only on the north side of Queen Street East, and even on the north side is often interrupted by large expanses of residential use. On the south side of Queen Street purely commercial buildings are interspersed among residential and industrial properties. The only consistent pockets of commercial development on the south side of Queen occur between Leslie and Laing Streets and for about 60 metres west of Coxwell Avenue.

1.2.4 Open Space and Recreation

A high proportion of land in Knox-Eastern, (27.1%), is devoted to open space. However, most of this land forms part of the holdings which comprise the Metropolitan Toronto Main Sewage Treatment Plant. This large expanse of land between Eastern Avenue and Lakeshore Boulevard, west of Coxwell Avenue, contains a pumping facility with subterranean pipelines, but is otherwise vacant with minimal landscaping. The site has great potential for active recreational activities. Also located in Knox-Eastern is the Jonathan Ashbridge Park. This park, situated on Woodward Avenue between Queen Street and Eastern Avenue, provides area residents with tennis courts and a wading pool.

Greenwood Park, a district park with extensive recreational facilities located at Dundas Street East and Greenwood Avenue, is also accessible to residents of Knox-Eastern, although in order to reach this park residents must cross two major arterial streets: Queen Street East and Dundas Street East.

The Eastern Beaches and Ashbridges Bay park are also located nearby to the south-east, however, there is a limited sense of proximity or accessibility to these parks due to the presence of Lakeshore Boulevard.

There are no community centres or community services in Knox-Eastern. Immediately to the north of the area, however, is the Applegrove Community complex comprising the Duke of Connaught and Woodfield Road Schools and the S. H. Armstrong Community Centre. Recent improvements have been made to this complex and additional improvements are proposed to provide more facilities and programming.

1.3 Traffic, Transit and Parking

Queen Street East, Eastern Avenue and Coxwell Avenue are major arterial roads which are located in Knox-Eastern and which accommodate significant volumes of traffic particularly at rush hours. Eastern Avenue is a major trucking route serving industries in Knox-Eastern, and other industrial areas south of Eastern Avenue. In addition, Eastern Avenue and Leslie Street provide excellent links to the Gardiner Expressway and Lakeshore Boulevard, and accordingly are heavily travelled. As well, Leslie Street provides an important access to the waterfront industrial lands and the Leslie Street Spit. It is anticipated that as the waterfront develops for both recreational and industrial purposes Leslie Street will become an important route to this area. Map 1.4 shows the existing traffic and parking regulations in the area.

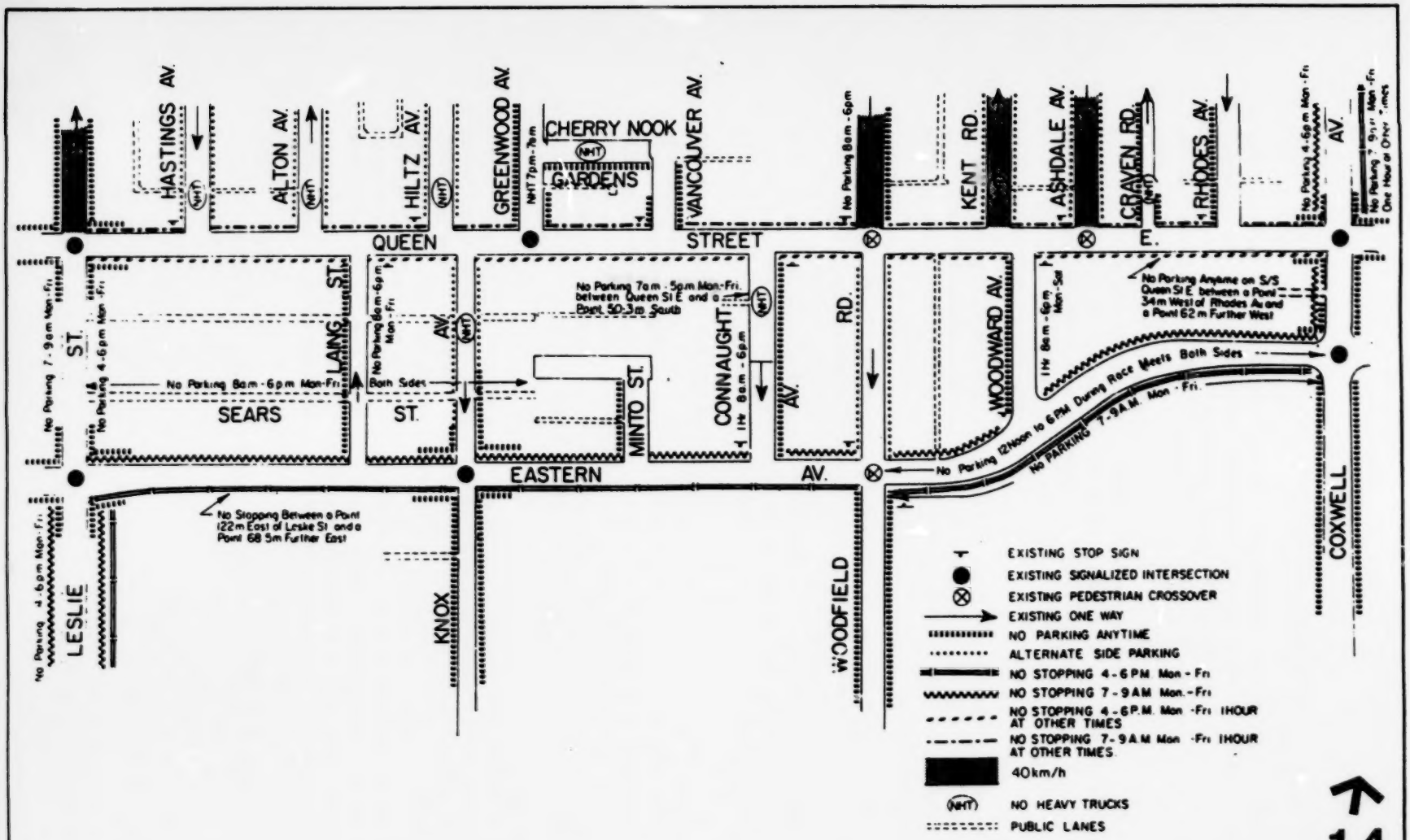
The Queen Street streetcar route runs east-west through Knox-Eastern and connects with the Yonge subway line.

A north-south link is also provided by the Coxwell bus which terminates at Coxwell Avenue and Queen Street East and connexts with the Bloor-Danforth subway.

The current level of on-site parking appears to be inadequate to meet the needs of local residents, employees and visitors. On-street parking restrictions, particularly during rush hours, increase parking demands on local internal streets. Parking demand is also increased significantly when races are running at the Greenwood race track located just east of the study area.

1.4 Environment

Because of the mixture of industrial and residential uses and the presence of other industrial areas to the south, the quality of the environment in Knox-Eastern is of concern. Noise and fumes from heavy truck traffic, noise associated with fixed-rail transit vehicles, particulate and odour emissions from local industries, and the unsightly nature of scrap yards, auto wreckers and auto body shops have all been identified as problems in the area.



TRAFFIC REGULATIONS
KNOX-EASTERN
OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

SOURCE: CITY OF TORONTO
DEPARTMENT OF PUBLIC WORKS
DWG. No. 407-2 · JULY 1981

2. The Policy Context

2.1 Background

The Knox-Eastern area developed in the late nineteenth and early twentieth century and was characterized by a scattering of modest dwellings on large subdivided holdings. The Ashbridge family holdings formed a large part of the Knox-Eastern area. With continuing immigration from the British Isles there was a gradual subdivision and infilling of these and other lands. The village of Leslieville, as it was known, continued to grow and by the 1920's had a significant number of dwellings and a few industrial uses.

This trend continued and the mixed industrial-residential character of the area was solidified. By the time the Planning Board published its 1949 Official Plan, there was sufficient industrial development for the Board to designate all the lands south of Queen Street East as industrial. The Plan also proposed a major extension to Leslie Street to service the "Ashbridge Bay Industrial Area", as Knox-Eastern was then known. Housing, of course, existed in the area, but the Planning Board concluded that "substandard" housing should provide land for expanding industrial and commercial uses. The context for the 1949 Plan was rapid commercial and industrial growth. The thrust of that Plan was to both provide sufficient land for expansion of these uses, and to firmly "hold the line" on further expansion north of Queen Street East. Accordingly, in the 1950's the City Zoning By-law 20623 was passed which designated all of Knox-Eastern south of Queen Street East for commercial/industrial use. This is the zoning which presently applies in the area.

In the late 1950's and early 1960's the Planning Board adopted a number of reports which, taken together, reflect the Board's changing view of the Knox-Eastern Area. A series of reports were prepared concerning the Leslie-Woodfield Industrial Relocation Area which corresponds to the south-western part of Knox-Eastern. The Planning Board recommended that this area be developed by the City as an industrial park and be used to relocate non-conforming industries from other residential areas of the City. Special site standards and a refined C2 use list were also considered so as to ensure a high quality modern industrial development. For the most part this objective was achieved south of Eastern Avenue, although the details of the scheme were quite different from what has actually occurred.

At the same time the Planning Board adopted an Official Plan and Zoning Amendment to designate the lands now known as 1555 Queen Street East for residential use with a zoning of R2 Z3. This was a site which formerly accommodated temporary wartime housing and was in City ownership. In approving these amendments to allow limited dividend housing, the Planning Board set the stage for future amendments embodied in the 1969 Official Plan.

While the zoning has remained virtually unchanged since the mid 1950's, the 1949 Plan was superceded by the 1969 Official Plan which significantly modified the vision of the future of Knox-Eastern. As discussed in Section 2.2, the 1969 Plan designated all of Knox-Eastern north of Eastern Avenue for low density residential use. The area south of Eastern Avenue remained largely industrial. The portion north of Eastern Avenue was also designated as an Area of Permissible Industrial Use, but this designation was essentially intended to provide flexibility and avoid hardship for existing industries. The long term future of this portion of Knox-Eastern was now to be residential.

Although this was the intention of the 1969 Plan, no redevelopment was forthcoming and consequently the Zoning By-law was never amended. The Plan and zoning are therefore inconsistent; the Plan suggests a transition to residential use while the zoning entirely prohibits residential uses. As a result, the Plan and Zoning fail to provide a clear policy direction for the desired pattern of future land use.

2.2 Official Plan

In Part I of the Official Plan, most of the portion of Knox-Eastern south of Eastern Avenue is now designated as an Area of Industry. Several large industrial uses are located in this area. The grounds of the Main Sewage Treatment Plant, situated in the south-east corner of Knox-Eastern, are designated as Open Space in the Official Plan (Map 2.1). This land use is compatible with the planning area immediately to the west, south of Eastern, which is primarily industrial.

The area north of Eastern Avenue is designated as a Low Density Residence Area on Map 1 of the Official Plan, and most of the area is also designated as an Area of Permissible Industrial Use on Map 3 (see Map 2.2. of this report). The north side of Queen Street East is designated as a Low Density Residence Area as well, but is designated on Map 3 of the Official Plan as an Area of Permissible Commercial Use. All of Knox-Eastern is shown as an Improvement Study Area on Map 4 of the Official Plan.

The portion of Knox-Eastern south of Eastern Avenue is also shown, on Map 6 of the Part I Plan, as within the boundaries of the Central Area. On this map the Central Area includes the flanking industrial districts the east and west of the downtown. The area east of the Don Valley, south of Eastern Avenue, although part of the Central Area is not affected by the Central Area Plan policies. Instead, detailed planning policies for this area are contained in the South of Eastern Part II Official Plan Amendment as approved by Council, which covers the area between the Don Valley and Leslie Street, and the present study, which covers the remainder of the Central Industrial District east of the Don Valley.

2.3 Zoning

As illustrated by Map 2.3 most of Knox-Eastern is zoned for industrial use, specifically C2 V1. This zoning permits a wide range of industrial and commercial uses up to a density of 3.0 times the area of the lot. Residential uses are not permitted under this zoning making the roughly 240 residential properties in the area legal non-conforming uses.

The grounds of the Sewage Treatment Plant are zoned C4 V2 permitting the broadest range of industry, including some very offensive and obnoxious uses, up to a density of 5.0 times the lot area. The north side of Queen Street East is zoned C1 V1, a typical zoning for retail strips in the City. In this district commercial uses are permitted up to 3.0 times the lot area. Residential buildings are permitted up to a maximum density of 1.0 times the lot area. Apartments above stores are also permitted in this district with a total building density of 3.0, provided the building does not exceed three storeys in height. The apartment buildings located at 1555 Queen Street East are zoned R2 Z3 and the Jonathan Ashbridge Park is Zoned G.

2.4 The Neighbourhood Improvement Programme

The portion of Knox-Eastern north of Eastern Avenue lies within the South East Riverdale Neighbourhood Improvement Area and is consequently covered by a Redevelopment Plan as provided for under Section 22 of The Planning Act. As part of the Neighbourhood Improvement Plan extensive improvements to Jonathan Ashbridge Park were undertaken including the provision of tennis courts and washroom facilities. Improvements will also soon be made to the Applegrove Community Complex, just outside the boundaries of Knox-Eastern, to increase the accessibility, useability and integration of facilities there.

2.5 The City's Industrial Policy

It is the fundamental goal of the City's industrial policy as embodied in the recent Part I Amendments for industry, that the City's existing industrial base be retained. Accordingly, it is an objective of the policy to consolidate industrial activity in areas considered viable for continued industrial use and to reserve those lands exclusively for industry, prohibiting commercial use which might compete with and undermine industry.

The new industrial policy also recognizes that more stringent controls are required for industrial activities which are interspersed with, or adjacent to, residential or commercial areas than for those which are segregated from such uses. A hierarchy of industrial land use designations was therefore developed which reflects the relationship between industrial and other land uses in the City.

In identifying areas of the City which are viable and appropriate for industrial use, Section 4.2 of the Part I Official Plan sets out those criteria which should be evaluated. Council should consider:

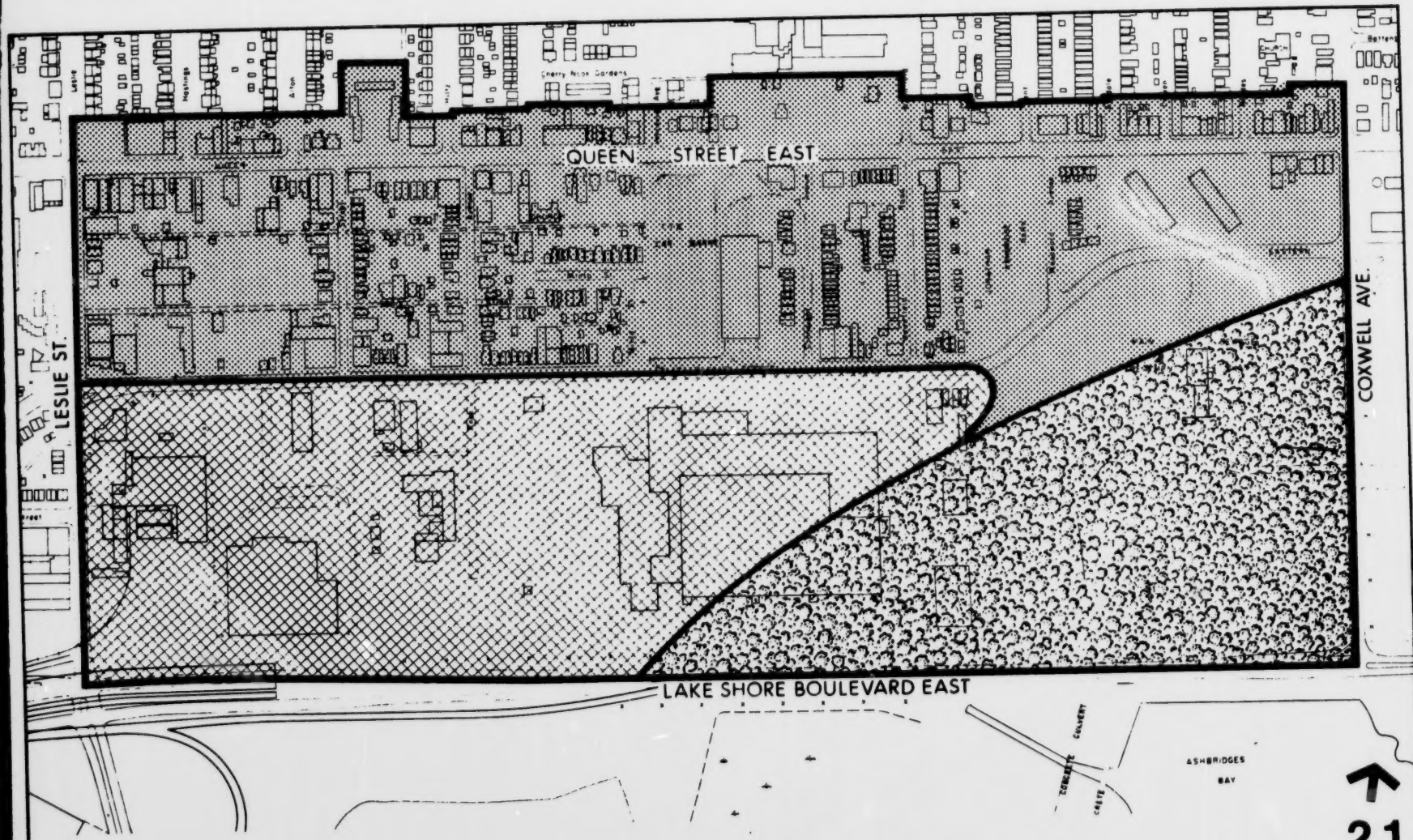
a) the location of existing concentrations of industrial activity;

b) the existing stock of industrial buildings;

c) the accessibility of the area for industrial workers; and

d) the location of major arterials and expressways for the efficient movement of goods.

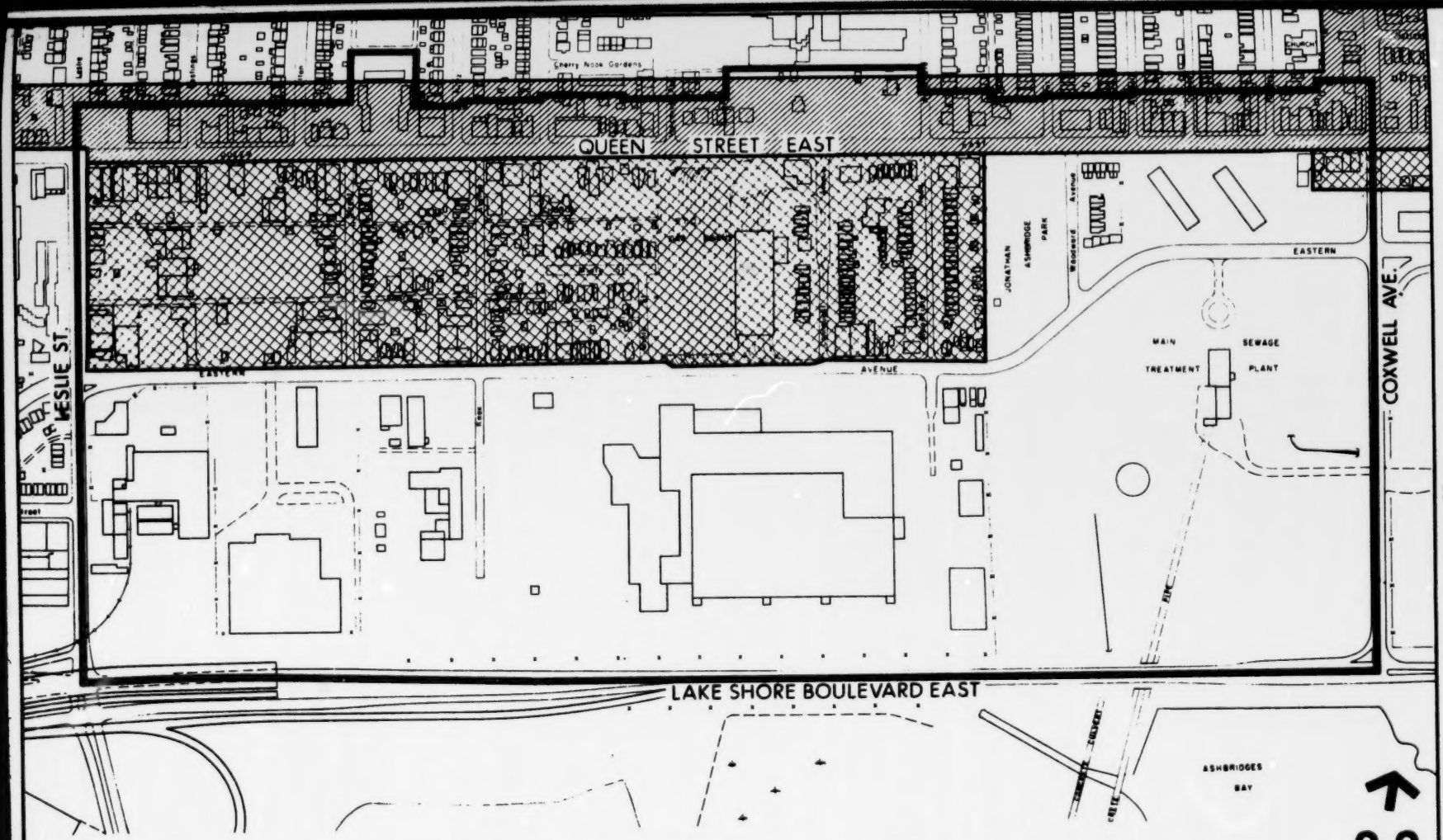
These and other matters will be reviewed in the forthcoming sections which address the general intent of the proposed Part II Plan and the detailed policies which have been developed for the Knox-Eastern planning area.



2.1

EXISTING OFFICIAL PLAN
(EXTRACT FROM MAP 1 OF THE OFFICIAL PLAN)

KNOX-EASTERN
OFFICIAL PLAN PART II STUDY



2.2

AREAS OF PERMISSIBLE COMMERCIAL AND INDUSTRIAL USE

EXTRACT FROM MAP 3 OF THE OFFICIAL PLAN

KNOX-EASTERN

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

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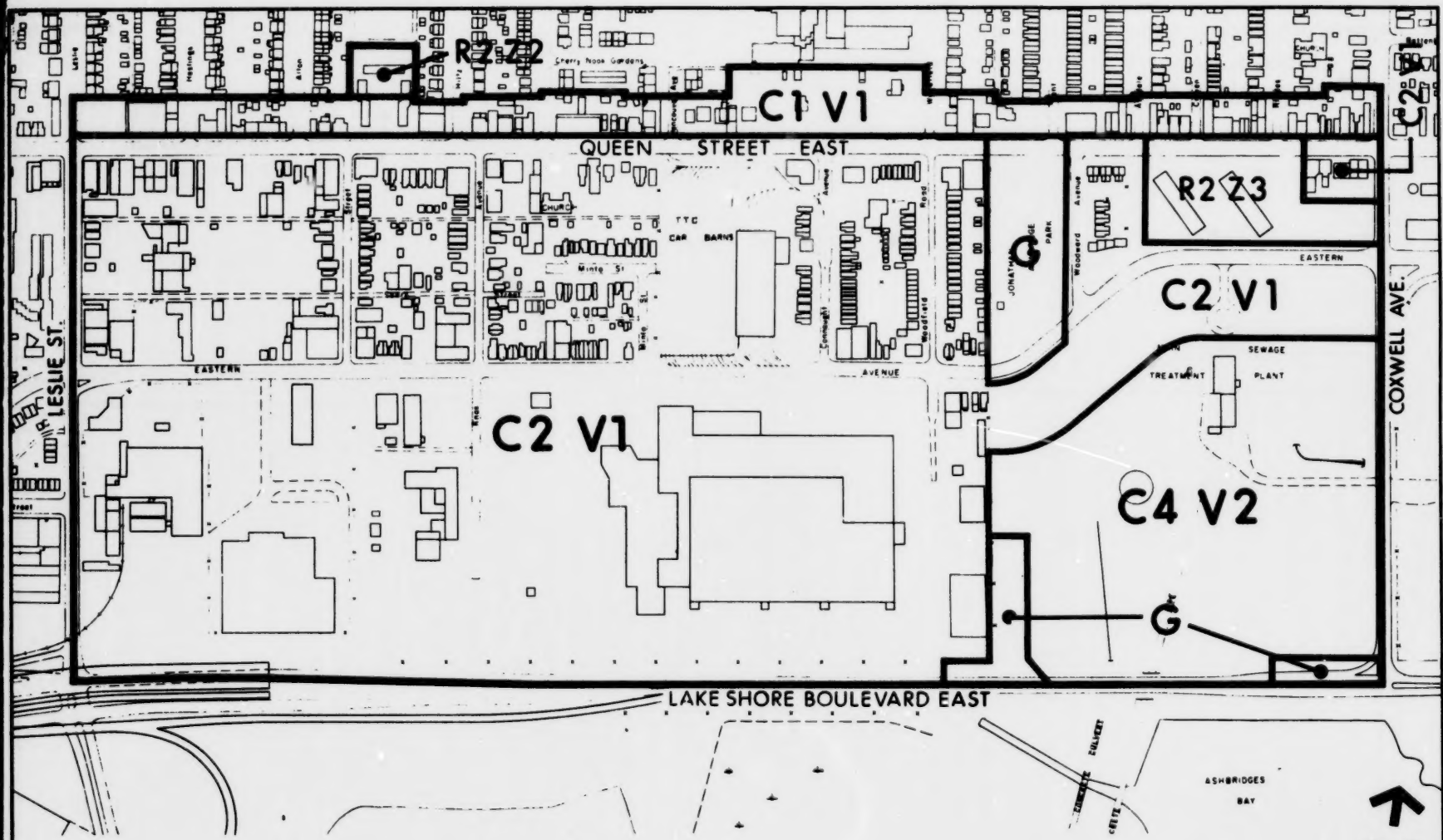


EXISTING ZONING

KNOX-EASTERN

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

3. The Basis of The Plan

3.1 Objectives

A major planning issue underlying the Part II study has been to seek to resolve the present discrepancy which exists between the Official Plan and Zoning By-law and hence resolve the uncertainty regarding future land use in Knox-Eastern.

The objective of the Part II study for Knox-Eastern is to develop policies which will provide a clear direction for development in the area. These policies will be reflected in amendments to the Part 1 Official Plan, the Part II Official Plan and revisions to the Zoning By-law. As noted earlier, Knox-Eastern contains a mix of industrial and residential uses, with a small commercial component. The Part II proposals will identify appropriate locations for these component parts of Knox-Eastern. The City's overall policy objectives, existing concentration of uses, relationships between uses and the needs identified by residents and businessmen are important considerations in determining appropriate land use policies in the area.

3.2 Issues

In the course of preparing a comprehensive Part II Plan for Knox-Eastern a number of specific land use and environmental issues have become apparent. Each of these concerns are identified below and discussed in greater detail under their respective land use categories later in this chapter. These issues and their particular resolutions will ultimately influence the outcome of land use in Knox-Eastern.

A first concern is the stability of industry in appropriate areas of Knox-Eastern. Pressures for retail-commercial development south of Eastern Avenue and east of Leslie Street demonstrates the intrusion of commercial uses in an area which has a history of industrial use. During the summer of 1981, a building permit was issued for more than 78,000 square feet of commercial-retail space. This resulted from an outdated zoning classification which in retrospect appears inappropriate for the area. It is not anticipated, however, that further commercial development south of Eastern Avenue will occur due to the high component of publicly owned land. The consequences of this commercial development on traffic volumes, existing retail commercial outlets and street improvement potential will be discussed in Section 3.3.3.

Second, environmental quality and the relationship between industry and residential areas presents some problems for future land use designation. Of particular concern is the presence, up-wind, of Canada Metal Company Limited which may present a health hazard to residents within an undetermined radius of the plant at 721 Eastern Avenue. Before new residential development is initiated in Knox-Eastern it must be demonstrated that the ambient air quality and soil quality will not have specific adverse affects on new residents.

Third, Leslie Street provides an important access to the eastern port area and the Leslie Street Spit. Leslie Street is currently intersected by the Gardiner Expressway and Lakeshore Boulevard. Currently, it is not apparent that Leslie Street is a direct route to the waterfront. Appropriate landscaping south of Queen Street and directional signs may add a needed visability to this important arterial road.

Another issue which is apparent is the under utilized open space associated with the Metropolitan Toronto Sewage Treatment Plant Lands, south of Eastern Avenue, west of Coxwell Avenue. The vast amount of under-utilized recreation space presents a number of opportunities for active recreational activities, provided these uses are compatible with current servicing requirements.

Although land use patterns have been relatively stable in Knox-Eastern over the past few years, increased pressure for commercial and residential development will undoubtedly influence industrial location decisions throughout Knox-Eastern in the future. It is important that compatible industrial uses are maintained and

encouraged in appropriate areas of Knox-Eastern. Elsewhere, residential and commercial areas should be zoned appropriately to ensure greater homogeneity of uses, while maintaining local commercial services for residential neighbourhoods.

3.3 A Land Use Strategy for Knox-Eastern

3.3.1 Residential

Since its earliest development, residential uses have formed an important part of the Knox-Eastern area. These residential uses have persisted despite a 1949 Official Plan in which they were slated for industrial redevelopment and zoning which has made them non-conforming for over 25 years.

A number of factors have contributed to the retention of residential uses in Knox-Eastern. These include a pattern of land ownership characterized by large numbers of individually owned properties which discourage assembly; the higher cost of residential land relative to industrial land, and; the shrinking demand for industrial land, the result of a decline in the City's industrial base which has been ongoing since the early 1950's.

Most residential uses are concentrated east of Laing Street and north of Eastern Avenue. As noted earlier, most residential buildings are in good condition and provide accommodation for a range of household types and income groups. Physically, this area forms a natural extension of the existing residential community north of Queen Street.

As discussed in Chapter 2, City Council, through the Part I Official Plan approved in 1969, designated the area north of Eastern Avenue as a 'Low Density Residence Area'. This is an indication of the desire to eliminate industrial uses in this area overtime and encourage residential uses. However, by also designating the area as an Area of Permissible Industrial Use, Council has left some ambiguity about its future objectives for the area. A number of industries remain and it is now considered necessary to provide an unambiguous set of policies which will realize the desired land uses initially outlined by Council on Map I of the Part I Official Plan.

Unlike the area east of Laing Street, the area between Leslie Street and Laing Street is currently used for noxious industrial uses and open storage. It is appropriate to encourage the relocation of these industries elsewhere in order to establish a homogeneous residential land use north of Eastern Avenue. These industries are non-conforming and incompatible with surrounding residential uses and in fact may present certain health hazards due to the emission of noxious fumes. In addition, many of these industries are visually obnoxious due to poorly maintained boundary fences, lack of landscaping and unsightly scrap scattered beyond their property boundaries onto City boulevards. These industrial uses will become even more isolated from similar industrial uses nearby with the development of a commercial shopping plaza immediately to the south of Eastern Avenue, east of Leslie Street.

A number of obstacles must be overcome and conditions met before this area could be effectively utilized for residential development. First, those businesses which presently operate at this location must be relocated in areas where it is their desire to do so. Second, in order for this site to be developed comprehensively it would be necessary for these lands to be assembled either privately or publicly. Third, accumulated heavy metal contaminants must be removed from this site and be replaced with clean top soil. Fourth, monthly monitoring of ambient air quality in the vicinity of Canada Metal must continue to show an arithmatic mean reading of less than 5 ug. of lead per cubic metre of air sampled. This standard, established by the Ministry of Environment, has been used as a measure of acceptable air quality with respect to lead particulate.

In a recent decision by the Ontario Municipal Board this standard was used to uphold the right to develop a residential building at Pape and Eastern Avenues. It would, therefore, appear as though a precedent has been established with regard to air quality and residential development in this area.

A proposed blood lead clinic is scheduled for the autumn of 1982. The results of this clinic should be used to determine whether children in the Knox-Eastern area suffer from higher levels of lead content in their blood than children in other parts of the City. If such evidence is presented, residential development in this area would have to be reconsidered.

Once the four conditions outlined above are met, and it is determined that residential development is suitable for this site, the housing mix should be consistent with the City's Official Plan policies with respect to housing. The Part I Official Plan calls for the production of 40,000 new dwelling units by 1985. Of this, 50 percent should be units suitable for low-to-moderate income households. The Plan also emphasizes the need to produce affordable housing suitable for families with children. To this end a residential development on this site should provide a mix of housing types including units which are suitable for low-to-moderate income households and families. Given the land costs in this area relative to other areas of the City an opportunity exists to meet Council's policy with respect to housing for low-to-moderate income households. At least 50 percent of any housing units created in this area should be suited for low-to-moderate income households, and at least 25 percent of the housing units should be suitable for families. Development could proceed by way of private interests, a municipal or cooperative non-profit housing programme or a joint venture between municipal and private interests.

It would be appropriate, therefore, to designate this area of Knox-Eastern, east of Leslie Street and north of Eastern Avenue as a Special Residence Area. This designation would take into account the unique features of this area i.e. its present use as industrial land and its proposed use provided certain criteria are met, for residential purposes. The criteria for redevelopment under this Official Plan designation will be outlined in subsequent sections. It would also be appropriate to delete from the Part 1 Plan the Area of Permissible Industrial Use for this portion of the area. In this way a very clear direction can be given for future development and the policy of preserving and strengthening residential areas can better be served.

With this change many industrial uses located in this portion of Knox-Eastern would not be in conformity with the Official Plan. An alternative designation in this area might be a Mixed Industrial Residential Area, which would recognize both housing and industry. However, this option is not recommended since many of the industries scattered throughout this area would not be consistent with this designation in any case, inasmuch as they would not be environmentally compatible with housing. An additional problem with such a designation would be its continued ambiguity in terms of a clear land use strategy for this part of Knox-Eastern. In this instance, as discussed below, the City's industrial policy with

respect to these industries would best be served by an active relocation policy which would encourage these uses to locate in areas designated for industry.

3.3.2 Industrial

Industrial uses are located for the most part west of Laing Street and south of Eastern Avenue. Many of these uses are large, stable and publicly owned. Most industrial buildings are in good condition, and many are quite new. The industrial concentration is well situated with respect to transportation routes and transit, and is readily accessible to industrial workers. The industrial uses south of Eastern Avenue are relatively clean and do not present significant problems for residents to the north of Eastern Avenue. The area, for the most part, fulfills all of the criteria for a viable industrial district as set out in Part 1 of the Official Plan. Recent commercial pressures suggest that this area may become vulnerable if not reserved exclusively for industry. It would therefore, be appropriate to designate these lands accordingly.

Other industrial uses are dispersed throughout the residential portions of Knox-Eastern. A key question for the future of industry in Knox-Eastern is whether industry should continue to be encouraged to operate throughout the area, or whether it would better serve both industrialists and residents if industry were concentrated within a part of the area. Generally the concentration and segregation of industrial uses from other land uses is preferable when feasible so as to limit as much as possible future land use conflicts. Many industrial uses are scattered among areas of housing and would not ordinarily be considered compatible with housing even in the context of a Mixed Industrial Residential designation. It is therefore proposed that these industries not be recognized within the Official Plan in the residential portion of Knox-Eastern.

3.3.3 Commercial

Existing commercial uses are located along Queen Street East, with consistent and continuous commercial uses clustered near Leslie Street and Coxwell Avenue, particularly on the north side. Few commercial uses are located on the south side of Queen Street, and few on the north side between Vancouver and Ashdale Avenues. The existing commercial facilities along Queen Street serve local residents and businessmen and these businesses should be preserved and strengthened. In this instance the objective of strengthening commercial strip

development would be better served if commercial activity were consolidated and clear direction given to its growth through appropriate land use designations. It is also consistent in this regard to limit the proliferation of commercial uses in the industrial areas as proposed above. In this sense, the industrial policy and the commercial strip policy are entirely consistent and complementary.

As discussed in Section 3.2 a building permit has recently been issued for a shopping plaza consisting of 7,246m2 (78,000 sq. ft.) of retail space at the southeast corner of Leslie Street and Eastern Avenue. The proposed development will also produce results contrary to the objectives and policies of the City's Official Plan.

The additional retail space could have a negative impact on existing retail businesses on Queen Street East. The closure of Loblaws at the corner of Queen and Leslie Streets and its move to the shopping plaza at Leslie and Eastern Avenue will further contribute to the demise of Queen Street as a retail commercial area. In the absence of substantial competing redevelopment on Queen Street East, Knox-Eastern's traditional commercial retail shopping street will suffer from further under-utilization. Land use strategies for encouraging the redevelopment of Queen Street East are suggested in Section 4.5.

The shopping plaza will also affect the industrial land base in the area, first by removing 2.43 hectares of land from potential industrial use and second by possibly creating market pressures for further conversions of industrial land to non-industrial uses.

Increased traffic volumes expected from this development should not substantially affect the existing road grid utilization. Peak hour (P.M.) traffic volumes entering and exiting from the plaza are expected to be approximately 260 cars per hour. When dispersed over the alternative access routes these volumes will be negligible. There may be a need to monitor traffic on local residential streets to ensure that residents are not inconvenienced from through traffic associated with the shopping plaza.

The shopping plaza will generate approximately 80 jobs, a portion of which will no doubt be filled by local residents. In this regard, the managers of each retail outlet should be encouraged to employ local residents, where such individuals are considered suitable.

The presence of the shopping plaza will offer an opportunity to effect certain changes to Leslie Street, south of Eastern Avenue. It is recognized that this street acts as an important access to a major aquatic recreation area, the Leslie Street Spit. Access to this spit should be accented through improved design of the public right-of-way as well as landscape improvements to private property adjacent to Leslie Street. The Departments of Planning and Development and Public Works should co-ordinate efforts to ensure that such improvements are achieved.

While nothing can be done to prevent this particular plaza from proceeding it is clearly within the City's powers to prevent further commercial development on industrial lands. The shopping plaza will be zoned to permit a mix of industrial and commercial uses. This would limit commercial development to 1 times the area of the lot. If the site were to revert back to industrial uses industrial densities of up to 5 x the lot area could be obtained. It is entirely inconsistent with the City's existing policies with respect to commercial strips, industry, and public transit versus the private automobile to allow this kind of development to be repeated. As a result, Council has passed By-law No. 637-81, to prohibit any new commercial-retail uses in areas currently zoned C2 within the Knox-Eastern area. This By-law will remain in place until the proposed land use policies and related zoning provisions associated with this plan are adopted by Council.

It is the objective of this plan to encourage commercial uses to locate along Queen Street East only in areas where such uses are presently concentrated. Before consideration is given to expanding commercial uses on Queen Street it must be evident that the concentrated commercial areas are economically successful and incapable of meeting the market demand.

3.3.4 Open Space

Two areas of open space currently exist in Knox-Eastern, the Jonathan Ashbridge Park and the Metropolitan Toronto Sewage Treatment Lands. The latter covers a substantial area which is currently underutilized for recreational purposes. These lands contain a number of underground services associated with the Sewage Treatment plant, however, there may be potential for greater recreational activity on these lands. The Metropolitan Department of Works has indicated that alternative uses of these lands will only be considered where such uses do not jeopardize the maintenance and operation of these underground

services associated with the sewage treatment plant. Respecting these concerns, potential remains for the provision of active recreation uses such as playing fields. It is, therefore, intended that various concerned departments of the City and Metropolitan Toronto should actively consider intensified recreation uses for these lands.

A recent request from the Ontario Jockey Club to utilize the south-east portion of these lands for a 250 space car park is currently under consideration by the Metropolitan Department of Parks and Property. It was recommended by the Department of Planning and Development that in the event a parking lot was allowed by the Municipality of Metropolitan Toronto, parking should be available to recreational users at no charge during the hours in which the Greenwood Racetrack is closed.

A recent study by the Commissioner of Planning and Development has investigated ways of alleviating parking in the vicinity of the Greenwood Racetrack. It was concluded that race patrons prefer to use adjacent residential streets rather than parking lots south and west of the racetrack which are further from the racetrack entrance. Besides a number of measures to prevent illegal parking on residential streets it was suggested, in a letter to the Metropolitan Works Department, that a parking structure on-site adjacent to the Grandstand would provide a better alternative towards resolving the parking problem than would the use of the land currently owned by the Metropolitan Department of Works.

In order to reflect the current extent of the sewage treatment lands, it is proposed that the Official Plan Part 1 be amended by deleting the Low-Density Residence designation from these lands.

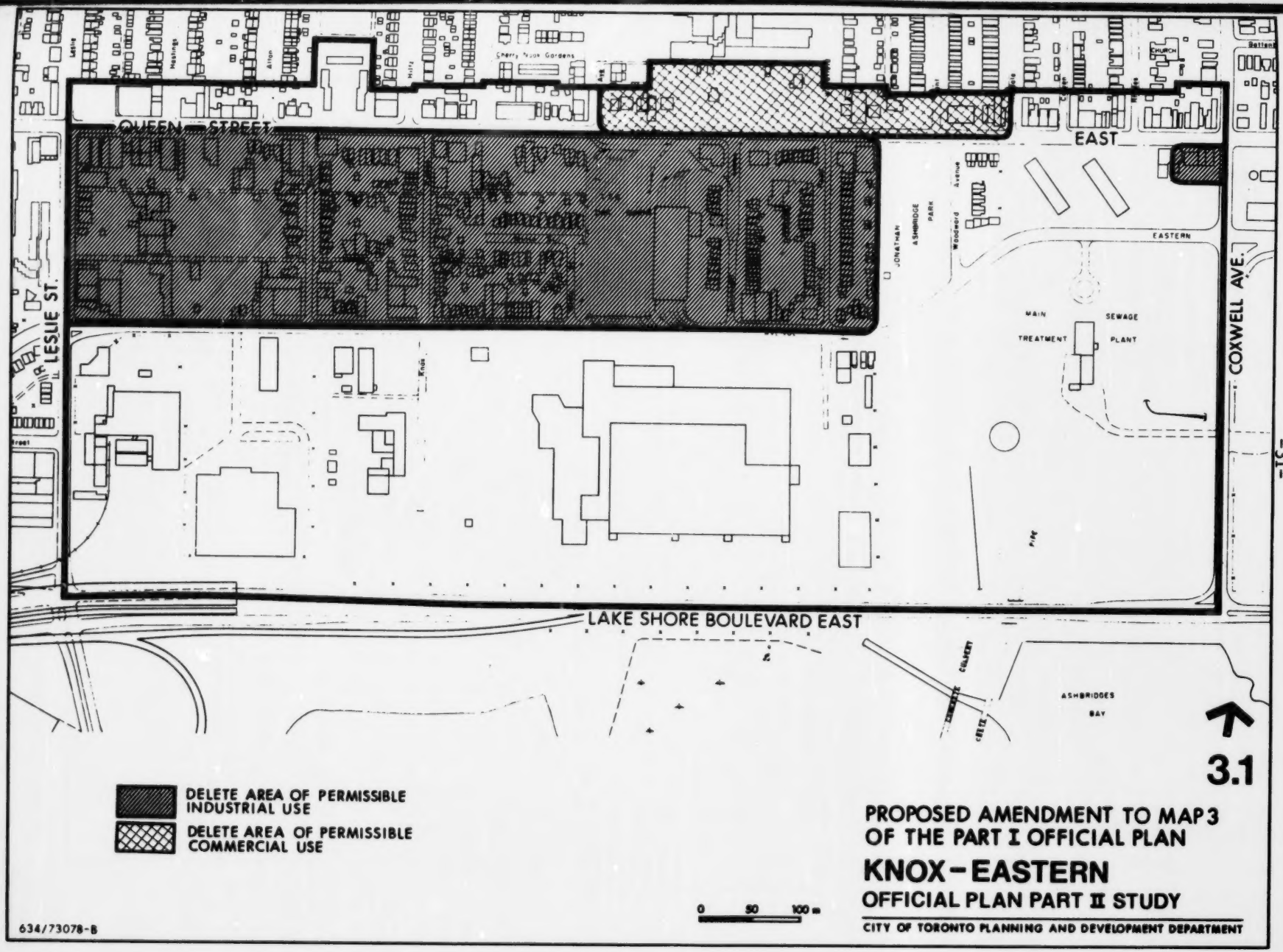
Jonathan Ashbridge Park which consists of 2.5 acres of land was upgraded through funds made available by the Neighbourhood Improvement Programme. An allocation of $160,000 was used to improve landscaping and provide two tennis courts, a washroom-changeroom facility, and a creative play structure. It is intended that the park continue to be designated as such in the Part II Official Plan Amendment.

3.3.5 Proposed Part I Official Plan Policy

In view of the foregoing analysis certain amendments to the Part 1 Plan are proposed for Knox-Eastern. More detailed policies will be outlined in the next section of this report, but in the interest of greater clarity of land use policies for the area, and in maintaining general consistency between the Part 1 and Part 11 Plan, the following amendments are proposed:

(i) That Map 3 of the Official Plan Part 1 be amended by deleting therefrom the Areas of Permissible Industrial and Permissible Commercial Use, as shown on Map 3.1 of this report.

(ii) That Map 1 of the Official Plan Part 1 be amended by redesignating as open space the area shown on Map 3.2 of this report now designated Low Density Residence Area.



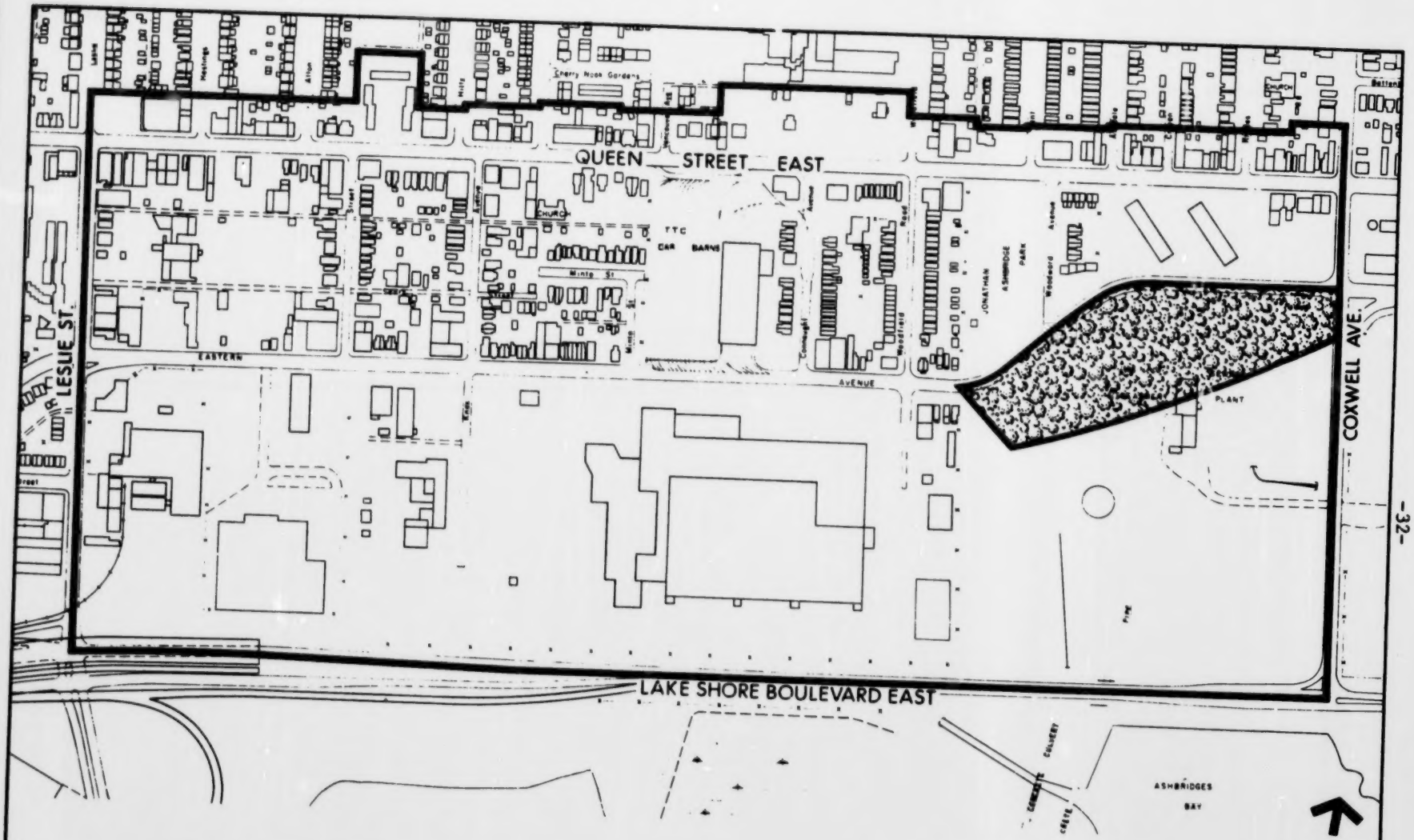
3.1

PROPOSED AMENDMENT TO MAP 3 OF THE PART I OFFICIAL PLAN

KNOX-EASTERN

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT



3.2

PROPOSED AMENDMENT TO MAP 1
OF THE PART I OFFICIAL PLAN

KNOX-EASTERN
OFFICIAL PLAN PART II STUDY

4. Detailed Policies

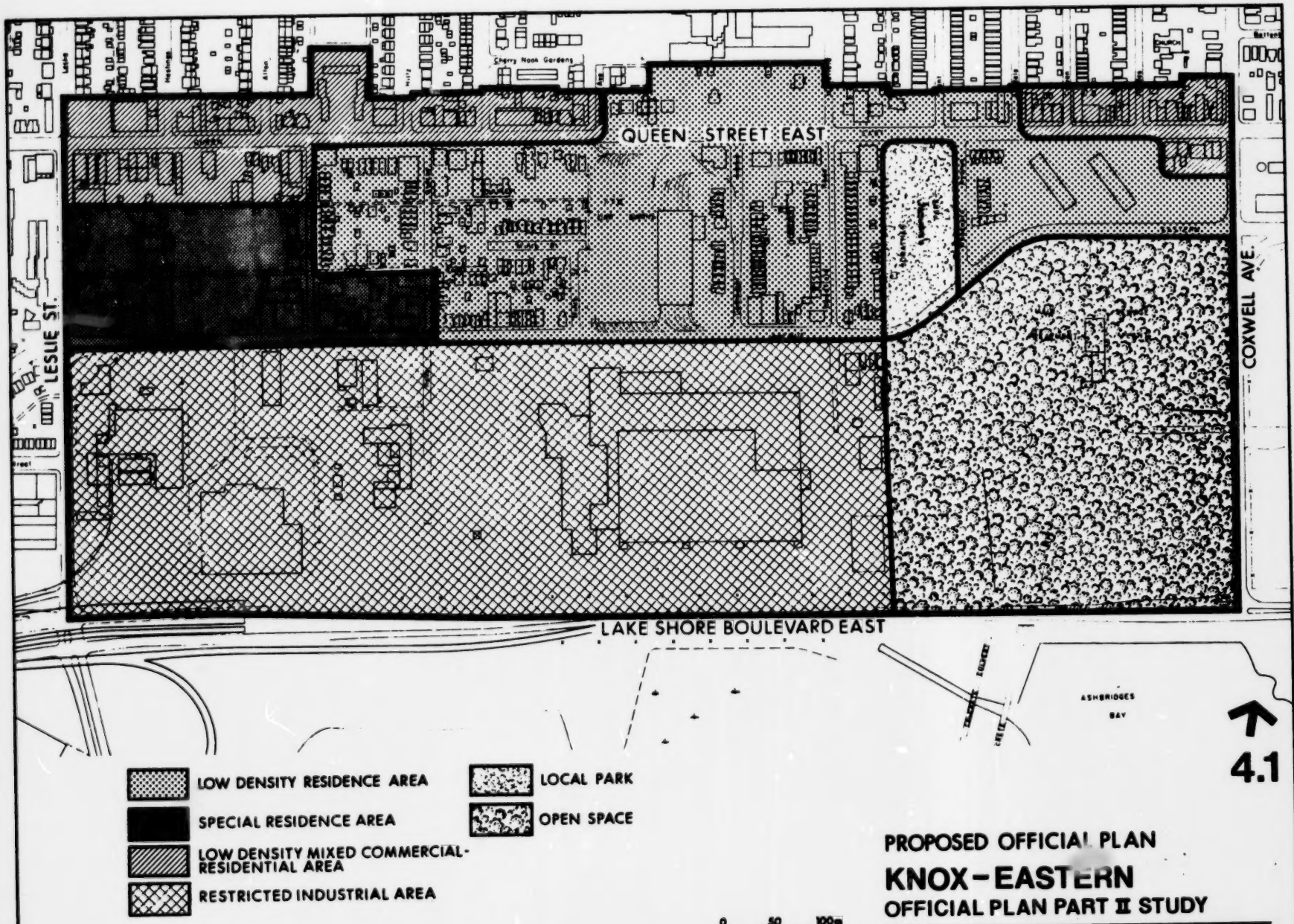
4.1 Introduction

This chapter will discuss in detail the proposed amendments to the Official Plan and the proposed zoning for each of the identified land use types. As well, the appropriate areas for site plan control as provided for under Section 40 of The Planning Act will be identified. Associated with this, guidelines for land uses designated for Development Review (Site Plan Control) under Section 40 of The Planning Act will be provided. Other issues such as access to the Outer Harbour Headland and proposed Aquatic Park, traffic and parking, the environment, and non-conforming uses will also be discussed in this chapter.

It will be recommended that these extra-Official Plan and Zoning matters will be pursued by the Department of Planning and Development, as well as by other private and public interests with the support of this Department. Any such initiatives identified in this proposals report, however, must first be subject to public scrutiny and subsequently receive the support of City Council.

4.2 Summary of the Official Plan Proposals

Map 4.1 illustrates the proposed Official Plan designations for the Knox-Eastern Area.


QUEEN STREET EAST
LESLIE ST.
COXWELL AVE.
LAKE SHORE BOULEVARD EAST
ASHBRIDGES BAY
LOW DENSITY RESIDENCE AREA
SPECIAL RESIDENCE AREA
LOW DENSITY MIXED COMMERCIAL-RESIDENTIAL AREA
RESTRICTED INDUSTRIAL AREA
LOCAL PARK
OPEN SPACE
0 50 100m
4.1
PROPOSED OFFICIAL PLAN
KNOX-EASTERN
OFFICIAL PLAN PART II STUDY
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

The area currently designated Low Density Residence Area in the Official Plan lies, for the most part, to the north of Eastern Avenue. The following amendments to this designation are proposed: 1) the south side of Queen Street between Leslie Street and Laing Street and the north side of Queen Street between Leslie Street and Vancouver Avenue and between Ashdale and Coxwell Avenue would be designated Low Density Mixed Commercial-Residential; 2) an area between Leslie Street and Laing Street and between Laing Street and Knox Avenue would be designated as a Special Residence Area; 3) Jonathan Ashbridge Park would be designated as a local park; and 4) the sewage treatment lands formerly designated as Low Density Residence Area would become Open Space.

The area currently designated as an Area of Industry would be enlarged to the back lot lines of Woodfield Road on the east side, as the eastern boundary, and redesignated as a Restricted Industrial Area to more accurately reflect existing uses.

4.3 Low Density Residence Area

It is proposed that the area east of Laing Street north of Eastern Avenue, excluding a small area between Laing Street and Knox Avenue, remain as a Low Density Residence Area. Also included in this designation are residential properties on the north side of Queen Street between Vancouver and Ashdale Avenues.

Both Laing Street and Knox Avenue between Queen Street and the first lane of Eastern Avenue are primarily residential in character with some sporadic industrial and commercial uses interspersed. It is intended that these uses will eventually be redeveloped as residential uses, and consequently these uses would become non-conforming under the proposed residential zoning for this area.

Consistent with the previous discussions of consolidating commercial uses along portions of Queen Street East, houses on the north side of Queen Street between Vancouver and Ashdale Avenues will be designated for residential uses exclusively and commercial uses will no longer be permitted.

Despite the existence of Industrial/Commercial Zoning (C2) residential neighbourhoods south of Queen Street have remained stable and well kept.

Pockets of houses on Queen Street which coexist with commercial uses.

The original Ashbridge's Family House located on the north side of Queen Street.

The T.T.C. car barns located in this area will also be designated as a Low Density Residence Area. In the event that these barns are no longer required by the Toronto Transit Commission this area would offer considerable opportunity for residential redevelopment. In the meantime, this designation would have no effect on the ability of the T.T.C. to continue to operate at this location.

In general, the Part I policies respecting Low Density Residence Areas permit residential densities of up to 1.0 times the area of the lot. This would be consistent with and supportive of the Knox-Eastern residential neighbourhood. The Part I Plan also permits under certain circumstances, residential densities in excess of 1.0 up to 2.0 times the lot area and low density commercial uses under certain circumstances. These sections of the Part I Plan, namely 2.8(a)(i) and 2.8(b), presently apply in Knox-Eastern.

The density bonuses contained in these sections are designed to encourage redevelopment of industrial and non-conforming commercial uses located in the Low Density Residence Areas, to encourage the redevelopment of substantial areas of substandard housing, and to provide for commercial activities within the residence area. The objective of redevelopment of industrial and non-conforming commercial uses as contained in Section 2.8(a)(i) would appear to be appropriate in Knox-Eastern since a number of such uses still exist in the residence area. Although the maximum density of 2.0 times the lot area which can be achieved under this Section may be excessive given the overall character of the area, the appropriate density between 1 and 2 times the area of the lot for any redevelopment of a specific site would have to meet a number of criteria prior to a rezoning by-law being approved by Council. These include:

i) the proposed development must provide a satisfactory living environment for the new occupants in terms of noise, fumes, view, light, privacy, and recreation space;

ii) the proposed development must be designed to complement the form, height, and scale of adjacent and neighbouring residential buildings; and

iii) the proposed development must be designed to minimize the interference of vehicular access to the site with the existing system of servicing and with on-street pedestrian movement.

The objective of allowing the introduction of low density commercial uses as provided for in Section 2.8(b) of the Official Plan would not be appropriate, however, and would conflict not only with the objective of residential redevelopment, but also the objective of concentrating and consolidating commercial development along Queen Street. For these reasons it is recommended that Section 2.8(b)(ii) of the Part I Plan not apply in Knox-Eastern.

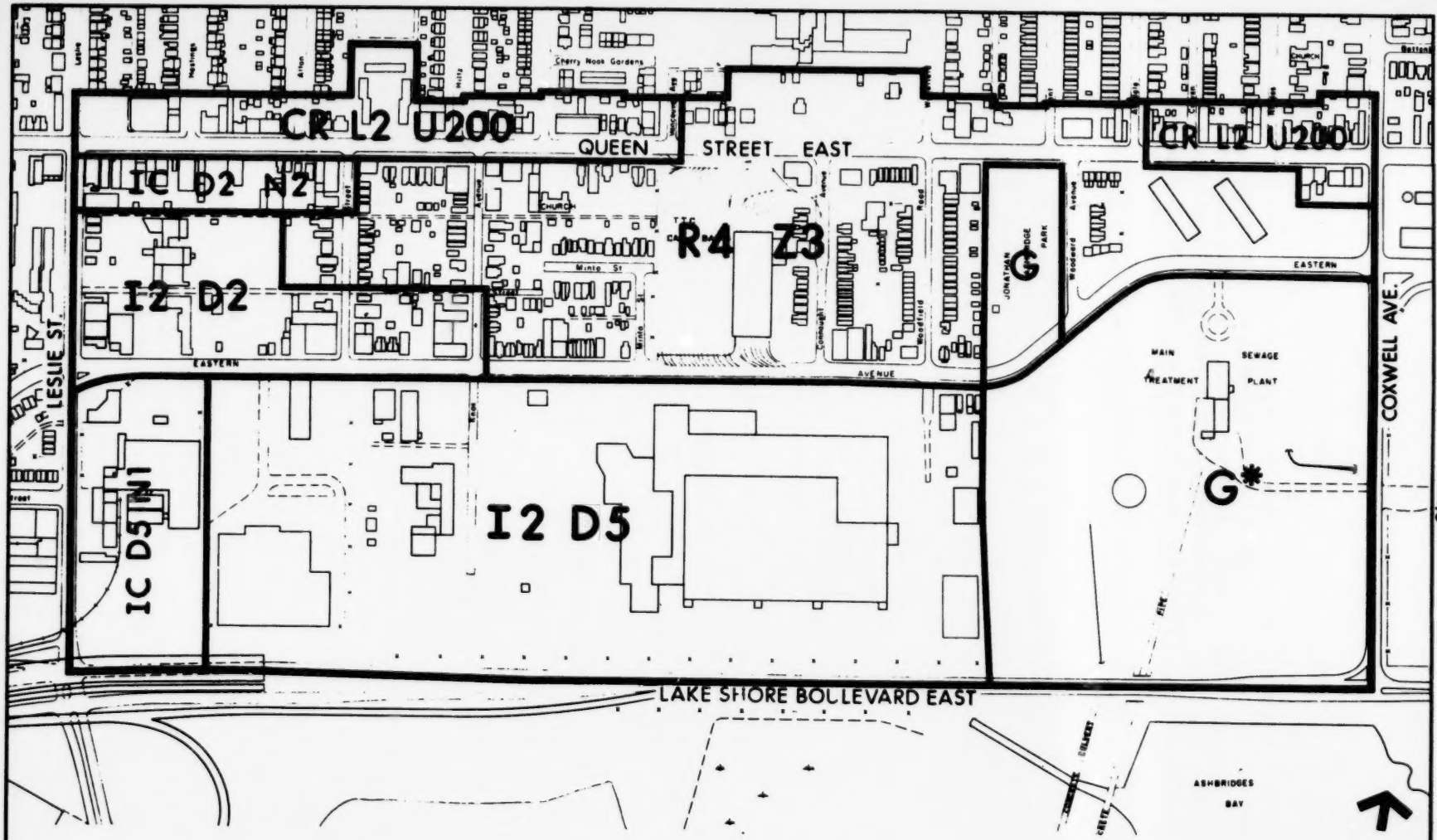
4.3.1 Zoning

Most residential lots in Knox-Eastern are built to a residential density of less than .6 times the area of the lot, with the average density being .58. The exception is an apartment project located on Queen Street near Coxwell Avenue. It has a density of approximately 1 times the lot area and is zoned R2 Z3.

It is proposed that the 'Low Density Residence Area', as designated under the Official Plan, be zoned R4 Z3 (see Map 4.2). This zoning currently applies to the residential areas south of Queen Street East to the west of Leslie Street. This zoning permits a range of residential building types compatible with the area to a maximum density of 1.0 times the lot area. As most residential uses are presently developed below this density, the zoning affords sufficient flexibility for additions, alterations or replacement of existing dwellings while maintaining the overall scale of the area.

This zoning would also apply to the T.T.C. car barns at Connaught Avenue. In order that these barns are not made non-conforming, a special exemption for these lands is proposed.

A height limit of 12m (38 ft.) is proposed for most of the residential area. A 14m (45 ft.) limit is recommended for the apartments at 1555 Queen Street East so that these do not become non-conforming with respect to height (see Map 4.3).

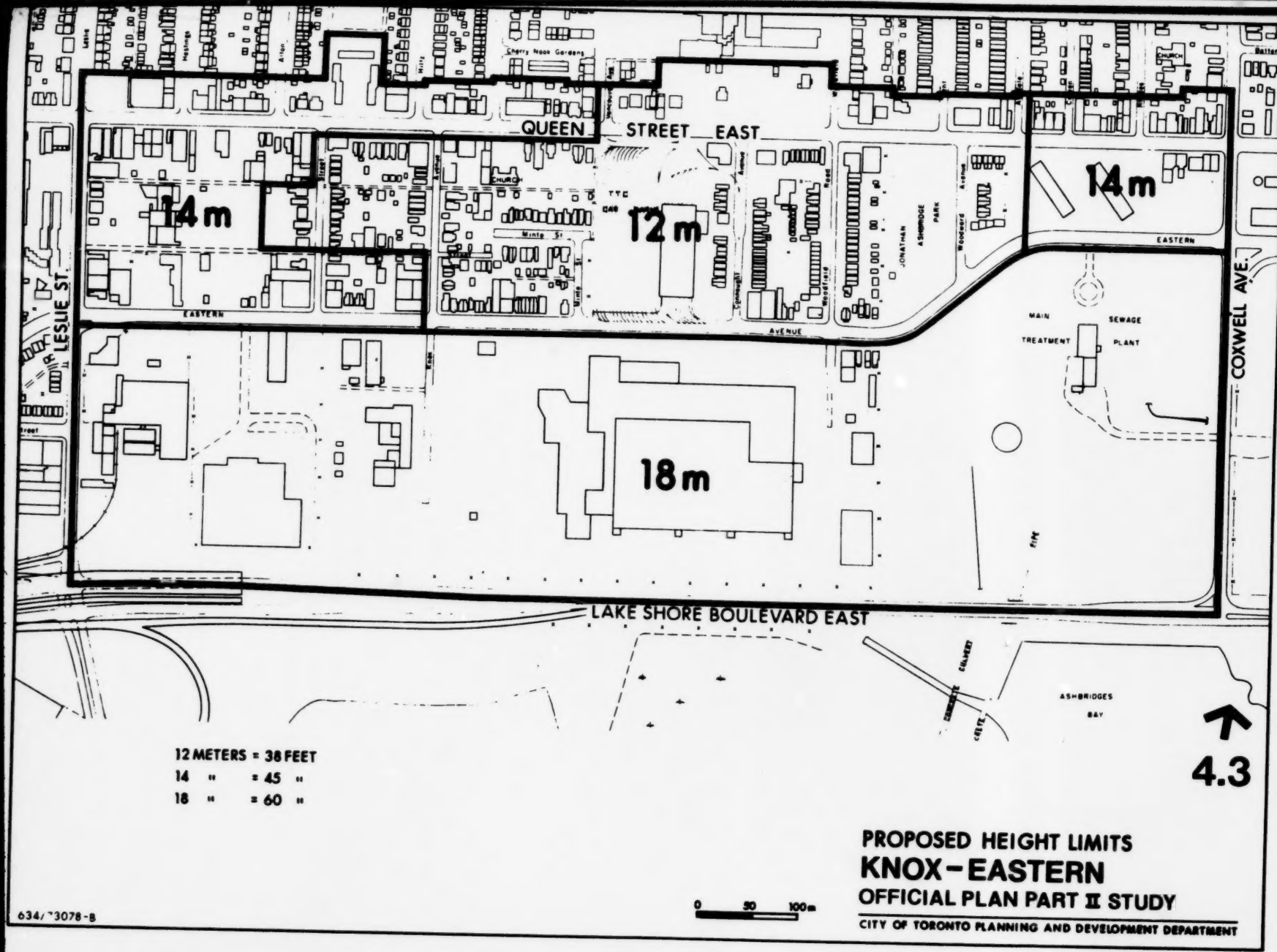


PROPOSED ZONING

KNOX-EASTERN

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT


QUEEN STREET EAST
LESLIE ST.
COXWELL AVE.
LAKE SHORE BOULEVARD EAST
14m
12m
18m
14m
EASTERN
AVENUE
MAIN SEWAGE TREATMENT PLANT
ASHBRIDGES BAY
12 METERS = 38 FEET
14 " = 45 "
18 " = 60 "
0 50 100m
4.3
PROPOSED HEIGHT LIMITS
KNOX-EASTERN
OFFICIAL PLAN PART II STUDY
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
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4.4 Special Residence Area

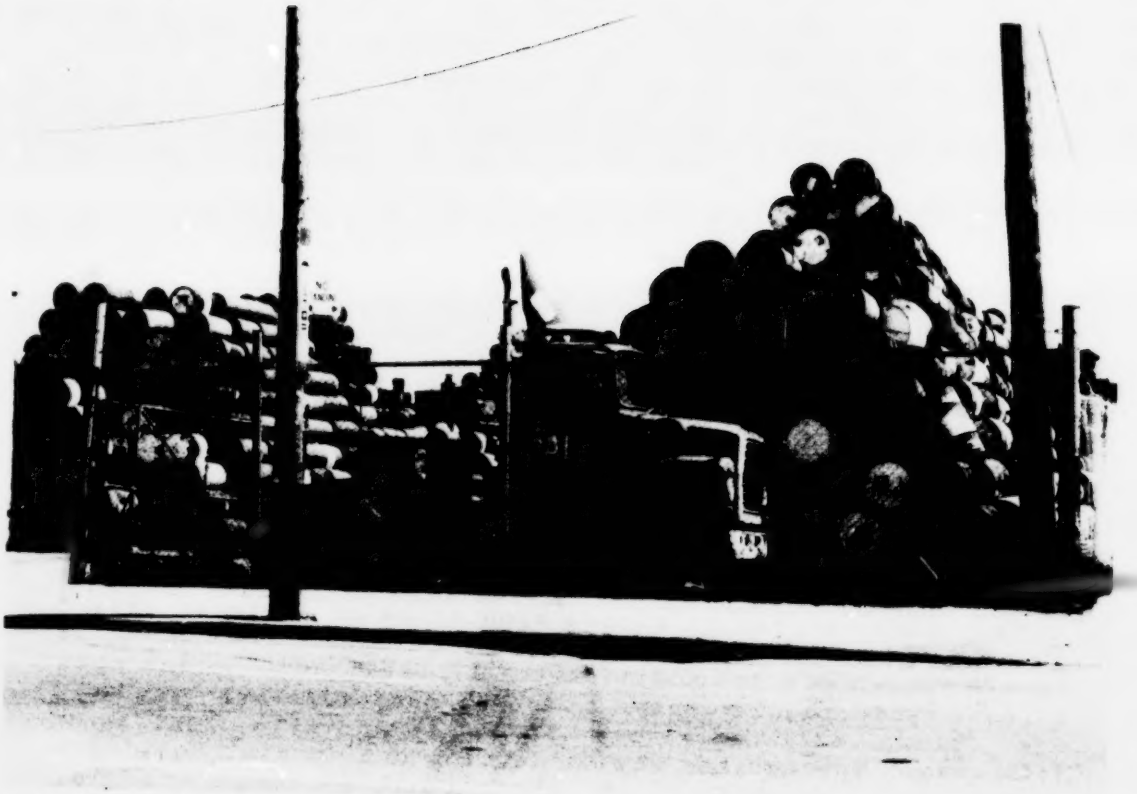
As discussed in Section 3.3.1 there is potential for redevelopment of certain lands north of Eastern Avenue between Leslie Street and Knox Avenue. It is intended to designate these lands as a Special Residence Area (see Map 4.1). This area is currently designated as a Low Density Residence Area in the Part I Official Plan, however, a number of non-conforming industrial uses currently occupy these lands.

The primary goal of the Special Residence Area is to encourage an orderly and planned transition from industrial uses to residential uses. Without a comprehensive redevelopment scheme it is unlikely that this area would be suitable for residential use. The proximity of a number of noxious industries in the area makes an incremental transition to residential uses undesireable.

By designating these lands as a Special Residence Area it will be possible to recognize their present industrial use through the Zoning By-law while at the same time clarifying the intention of the municipality to encourage redevelopment under certain conditions, for residential purposes. These conditions are further spelled out below.

The appropriate density for any redevelopment of these lands for residential purposes has been established through a massing and design study. Based on this study the density should not exceed 1.75 times the lot area. This will ensure that the redevelopment of these lands does not adversely affect the surrounding residential neighbourhood.

In keeping with City Council's objective of providing housing for a range of incomes and family types it is proposed that Council have regard for the provision of housing for low-to-moderate income households in considering a re-development application for these land. The relative land costs in this area provide a good opportunity to further Council's policy in this regard.



Existing industries in the proposed special residence area.

At such time as these lands are assembled for redevelopment purposes one or more redevelopment schemes will be prepared. These schemes should ensure:

i) that a satisfactory living environment for the new occupants is provided, in terms of, noise, fumes, view, light, privacy and recreation space.

ii) the proposed development is not higher than 14 metres.

iii) that the existing street pattern is utilized and enhanced where possible through the appropriate orientation of residential units and any internal road system.

iv) that an internal pedestrian walkway system offers ingress and egress to the site on all three perimeter roads and that convenient access to Queen Street especially be ensured.

v) that a park or common open space of at least 1393.5 square metres (15,000 square feet) in area be provided in addition to the usual residential open space requirements.

The most appropriate way to develop the Special Residence Area would be through an overall site plan. It is, therefore, proposed that consideration be given to the development of this area in accordance with a registered plan of subdivision. A plan of subdivision could address concerns regarding phasing, if necessary, size and layout of lots, an integrated circulation pattern, provision of common open space, and other site planning considerations.

The Planning and Development Department in co-operation with five area property owners, is co-ordinating an independent consultant study to establish the redevelopment potential of the lands between Leslie Street and Laing Street, south of the first laneway south of Queen Street East. Once this study has been completed it will be possible to better evaluate the economic feasibility of residential development on these lands. The information contained in the study will be used to evaluate and update the land use proposals defined in this report. The Final Recommendations Report would then be based on more complete and objective information.

4.4.1 Zoning

The existing zoning for these lands is C2 V1 which permits a range of industrial and commercial uses, including offices. This zoning was amended in September of 1981 to restrict uses in this district to C2 uses only thereby eliminating C1 uses such as office and retail uses. This was done to protect the commercial-retail strip on Queen Street from further competition by commercial developments similar to that which received approval for the south-east corner of Leslie Street and Eastern Avenue and to insure that inappropriate development not occur in these areas.

It is proposed that the zoning for the Special Residence Area be I2 D2, thereby reflecting the current industrial nature of this area (see Map 4.2). This would ensure that those industries which are currently conforming to the C2 V1 zoning would be able to continue unhindered under the new I2 zoning. The non-conforming industries would remain non-conforming under the proposed I2 zoning.

In total 3 uses in the proposed I2 D2 zone will be made non-conforming as a result of this zoning change. All of these are autobody shops. An additional 4 uses, 3 salvage yards and a barrel recycling firm, which are presently non-conforming under the C2 V1 zoning will remain non-conforming.

All of these uses are considered inappropriate in an area immediately adjacent to housing. A legal non-conforming status allows existing uses to remain, but imposes restrictions on future expansion and thereby offers an essential measure of control over these uses which are generally incompatible with, and should not ordinarily be located near, housing. Any improvement or expansion of such a use requires the permission of the Committee of Adjustment. City Council has adopted guidelines for evaluating non-conforming uses and has forwarded these to the Committee of Adjustment. Policies with respect to non-conforming uses are discussed further in Section 4.10 of this report.

At the time of a redevelopment proposal a special by-law could be prepared to reflect the nature of an appropriate residential development. It is anticipated that an R3 Z4 zone or equivalent would be appropriate to implement residential redevelopment.

4.4.2 Development Review

In a redevelopment of the scale envisaged, it is imperative that the City have control over such aspects as conceptual design, landscaping, pedestrian and vehicular access and parking. This control is provided through the provisions in Section 40 of The Planning Act.

It is intended that the entire Special Residence Area will be designated as an area of Site Plan Control. Guidelines for development review in the Special Residence Area will be specified in Section 4.11.2.

4.5 Restricted Industrial Area

In determining a suitable industrial strategy for Knox-Eastern, three issues must be examined:

a) The City's general policies in support of industry;

b) The location and type of industrial use in Knox-Eastern; and

c) The relationship of industrial uses to nearby residential uses.

The viability of the Knox-Eastern area for industry and its role vis-a vis the City's industrial policy has been discussed and demonstrated previously. Portions of Knox-Eastern, especially south of Eastern Avenue, presently function as viable industrial areas and should continue to be preserved for industrial use. It is proposed that these be designated as Restricted Industrial Areas.

The Restricted Industrial Area permits industrial uses which, by their nature, have a minimal environmental impact on their immediate surrounding. This designation is generally applied to industrial areas which abut residential or commercial areas. It recognizes the viability of the area for industry, encourages the further growth of compatible industrial uses and protects the area from the proliferation of inappropriate commercial and/or residential uses on good industrial land.

Postal Sorting Station located south of Eastern Avenue in the proposed I2 D5 restricted industrial zone.

The area south of Eastern Avenue is composed primarily of public and institutional uses with a few private commercial and industrial establishments. The majority of these uses are clean industrial uses which are relatively compatible with the residential uses to the north of Eastern Avenue. A restricted industrial designation will best suit these uses by ensuring that future industrial development is compatible with the existing industrial/commercial uses and the surrounding existing and proposed residential development.

The density provisions of Part I of the Plan allow industrial buildings up to 7.0 times the area of the lot in Restricted Industrial Areas. It is proposed that in the Part II this maximum density be reduced to 5.0 times the lot area. This proposal is made in consideration of existing densities in the area, which are considerably less than 5.0 times coverage; the generally lower land costs in Knox-Eastern compared with industrial areas near the core; and the need, where feasible, to limit bulk and scale of buildings near residential areas. The 5.0 times density still provides considerable incentive to existing firms to expand at their present locations.

The Part I Plan allows a 25% commercial component in new or substantially renovated industrial buildings by way of a rezoning in Restricted Industrial Areas. The Part I provision is not considered appropriate in Knox-Eastern given the objective of consolidating the commercial uses along the Queen Street retail strip. It is also unlikely that this policy, designed to provide an essential incentive for industrial redevelopment of older multi-storey tenant industrial buildings located for the most part nearer the Central Core, would be necessary in an industrial area like Knox-Eastern.

4.5.1 Zoning

It is proposed that lands south of Eastern Avenue be zoned I2 D5 and IC D5 N1.

The IC zoning is to be applied to the approved commercial-retail development at the south-east corner of Leslie Street and Eastern Avenue. It is intended that a commercial density no greater than that which is currently approved for the site will be permitted.

The area south of Eastern Avenue is proposed as an I2 D5 zone, which permits an industrial density of 5.0 times the lot area. Under the Part II Official Plan an industrial density of 5.0 times the lot area is proposed,

therefore the proposed zoning will permit the maximum density allowed under the Official Plan.

As discussed above the I2 zoning category contains a different set of permitted uses than the previous C2 zoning. Of particular concern, is the resulting status of auto body shops, which would become non-conforming under the proposed I2 zoning. As it was previously mentioned the zoning categories north of Eastern Avenue will eliminate this use as a legal use. However, it would seem appropriate to permit this use south of Eastern Avenue in the Restricted Industrial Area. Although this use does produce certain environmental pollution effects such as dust and noise, these would be limited to an industrial area. As well, a new establishment would be subject to Site Plan Control as discussed in Section 4.4.2.

4.5.2 Development Review

Site Plan Control has already been introduced for a portion of the Restricted Industrial District, south of Eastern Avenue. Specifically, those lands at the south-east corner of Leslie Street and Eastern Avenue which have been approved for a commercial retail development are subject to the development review process. It is proposed that the entire Restricted Industrial Area be designated as an area of Site Plan Control.

In my March 19, 1982 report to Council on designating areas of site plan control, a number of criteria were defined to assist in deciding on how appropriate such a designation might be for a particular area. Using these criteria as a guide, it would be appropriate to designate the Knox - Eastern area as an area of site plan control.

Matters which can be regulated under the authority of Section 40 of The Planning Act, such as parking, access, landscaping, fencing, siting and massing of buildings, can contribute to improved compatibility between industrial and residential uses. In addition, the impact of significant redevelopment on major transportation routes can be reviewed under this authority. The terminus of the Gardiner Expressway is located at the south-west corner of Knox-Eastern and Lakeshore Boulevard forms the southern boundary of the area. Site Plan Control would provide the opportunity to review and make requirements designed to mitigate the impact of significant redevelopment on traffic patterns and efficient traffic movement in the area.

There is also an urban design consideration related to the access to the Leslie Street headlands and proposed Aquatic Park. This is discussed further in Section 4.11.1 of this report.

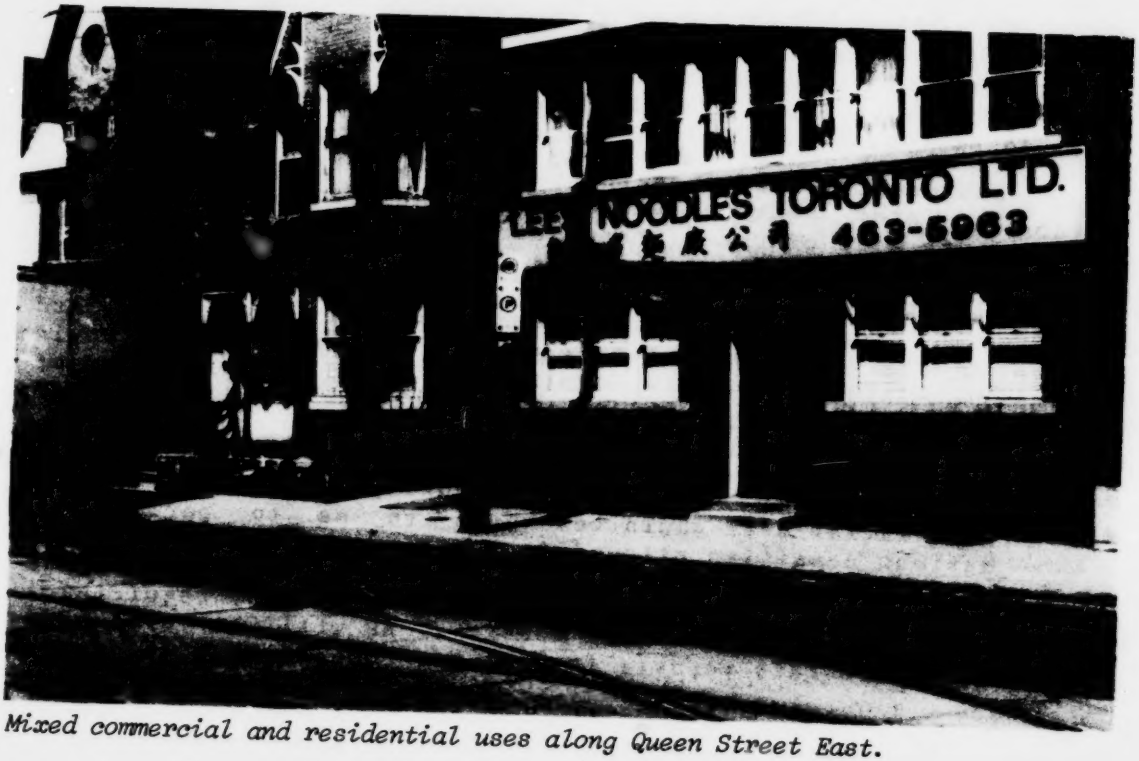
4.6 Low Density Mixed Commercial-Residential Area

As discussed previously in Section 3.3.1 of this report, a basic thrust of the proposed Part II Plan is to direct and consolidate commercial development along portions of Queen Street where such uses are presently concentrated, while prohibiting commercial uses in those areas reserved for industry and housing. In this way, the integrity and stability of both the residential and industrial areas will be enhanced while encouragement will be given to the development of a focus for local commercial activity serving the resident and working population in the area.

The Low Density Mixed Commercial Residential designation was designed to allow maximum flexibility for the encouragement of both street related retail-commercial and residential development, primarily along arterial roads. It is hoped that this designation will contribute to the revitalization of Queen Street through encouraging the redevelopment of small and medium sized lots. This incentive is in the form of a relatively larger amount of residential space than has previously been allowed, which will be permitted in conjunction with street related retail uses.

The Part I Official Plan provisions applicable to Low Density Mixed Commercial-Residential Areas permit a purely residential building up to 250 units per hectare (100 units per acre); a purely commercial building up to 2.0 times the lot area; or a mixed use building containing commercial and residential uses as determined by a mixing formula, but in the case of a mixed use building the maximum commercial density is limited to 2.0 times the lot area and the residential density cannot exceed 150 units per hectare (60 units per acre).

The density provisions of the Part I Plan would not appear to be entirely appropriate in the Knox-Eastern area and certain modifications are proposed consistent with other Low Density Mixed Commercial-Residential Areas located in similar neighbourhoods outside the Central Area. In order to provide the greatest incentive for mixed use type development, the maximum density of a purely residential building should not exceed the maximum residential density for a mixed use building. It is therefore proposed that these two maximums be the same.



Mixed commercial and residential uses along Queen Street East.

It is also proposed that this maximum be 200 units per hectare (80 units per acre) rather than either 150 or 250 units per hectare. Two hundred units per hectare will allow for greater flexibility of unit size, within a given height limit, than 150 units per hectare and, in general, will provide an incentive for more moderate sized, non-family units. Given the nature of Queen Street East, it would be preferable to encourage such households rather than those suitable for families with children.

It is proposed that the south side of Queen Street between Leslie Street and Laing Street be designated as a Low Density Mixed Commercial-Residential Area. A variety of light industrial and commercial uses are currently located in this area. These uses would be permitted to remain as-of-right under an appropriate zoning designation. In the long term, it is expected that these few industries will relocate and the lands will be redeveloped for residential and/or commercial purposes. This intended land use transition is in keeping with the proposed redevelopment for residential uses on those lands directly to the south of this area. As well, it is proposed that the north side of Queen Street from Leslie Street to Vancouver Avenue and from Ashdale Avenue to Coxwell Avenue, and a small concentration of commercial uses on the south side of Queen Street at Coxwell Avenue, be designated a Low Density Mixed Commercial-Residential Area.

4.6.1 Zoning

It is proposed that the Low Density Mixed Commercial-Residential Area contain two different zoning categories. The area between Leslie Street and Laing Street on the south side of Queen Street East will be IC D2 N2, while the other Low Density Mixed Commercial-Residential areas will be zoned CR L2 U200. The IC zoning generally reflects the existing land uses in the area, and significant departures from the present uses would necessitate a rezoning application. All existing uses in this area south of Queen Street would be permitted as-of-right under the IC D2 N2 zone.

The remainder of the Low Density Mixed Commercial-Residential area would be zoned so as to permit the maximum densities allowed in the plan. There would be no significant advantage derived from zoning below the maximum permitted in the Part II and thereby requiring a rezoning to achieve full density. As will be discussed later in this report, it will be proposed that this area

be designated as an area of Site Plan Control and a maximum height limit of 14m (45 ft.) is recommended.

Taken together, the standards set out in the Zoning By-law, the powers available under Site Plan Control and the proposed height limit should ensure that development in the Low Density Mixed Commercial-Residential Area is compatible with the surrounding neighbourhood.

4.7 Open Space and Recreation

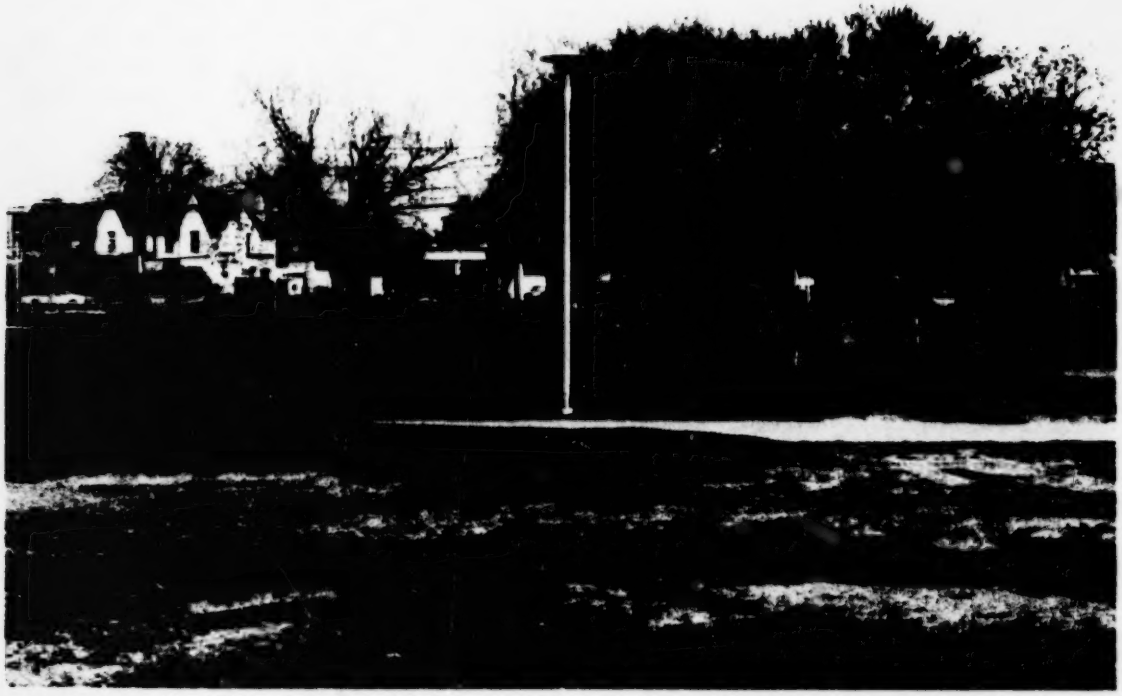
4.7.1. Jonathan Ashbridge Park

The Jonathan Ashbridge Park located at Queen and Woodward Avenue is a local park offering a number of recreational facilities to residents and workers in Knox-Eastern and to residents living north of Queen Street East. It is currently Zoned G, permitting park use, but is not recognized as such in the Official Plan. It is proposed, therefore, that this park be designated as a Local Park in the Knox-Eastern Part II Plan.

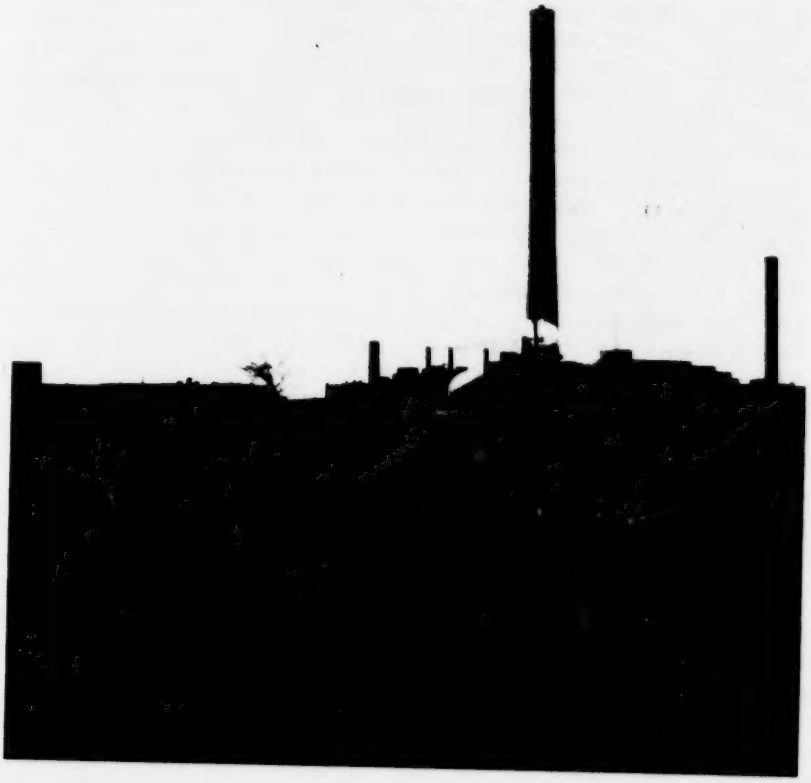
4.7.2 Grounds of the Sewage Treatment Plant

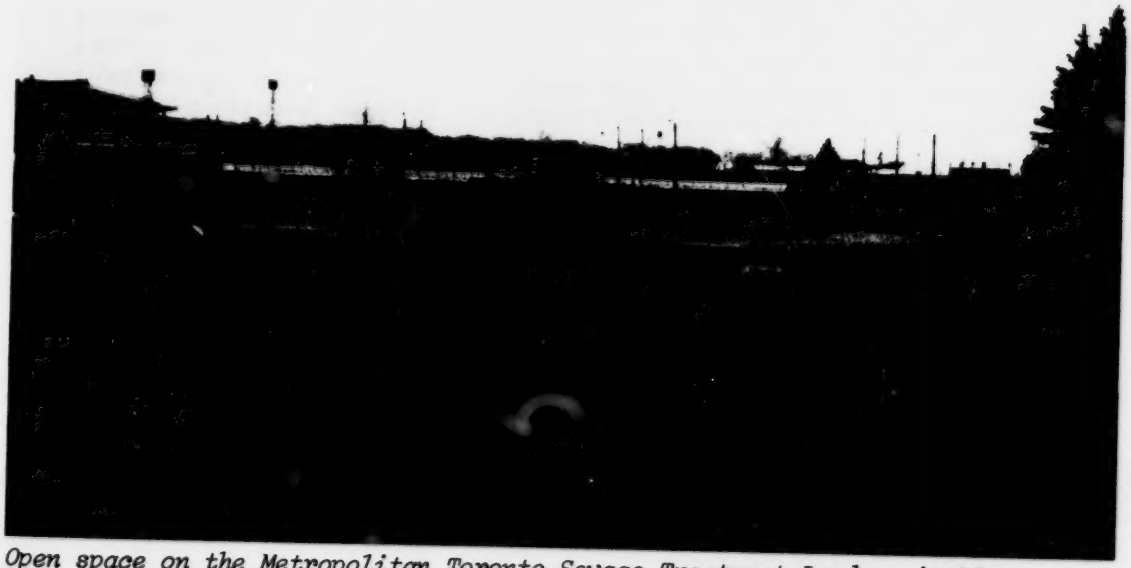
The grounds occupied by the pumping facility of the Main Sewage Treatment Plant are designated as a Low Density Residence Area and Open Space in the Part I Plan. This site retains the C4 zoning that implemented the 1949 Official Plan and which can no longer be considered appropriate. The grounds are presently occupied by an inconspicuous building which houses the pumping facilities and otherwise comprises a large landscaped area.

There are real opportunities for developing active recreational activities on these lands which should be explored with the land owners, The Corporation of the Municipality of Metropolitan Toronto. It would not necessarily involve significant expenditures or encumbrances to transform these lands into more organized and useful activity areas. It is also important to explore how these lands can be better integrated with, and facilitate access to, the Eastern Beaches and the Ashbridge Park which lie to the south-east.



Jonathan Ashbridges' Park which recently received $180,000 in Neighbourhood Improvement Programme funds for improvements.





Open space on the Metropolitan Toronto Sewage Treatment Lands suitable for active recreational uses.

While the City should explore these opportunities, it would also be appropriate to rezone these lands to a zoning which better reflects both the Official Plan designation of Open Space and the optimal use of the lands as active recreation space. It is therefore proposed that these grounds be Zoned G. The pumping facility located on the grounds would become non-conforming under the proposed G zoning which would unduly and unreasonably encumber Metropolitan Toronto with respect to improvements to this facility. It is therefore proposed that a special exemption be made to permit, in addition to any G use, a pumping facility or any use accessory to such a facility on these lands.

4.7.3 Access to Outer Harbour Headland and Proposed Aquatic Park

For residents of the eastern portion of Ward 7 and much of Ward 8, the Outer Harbour headland represents the most direct link to the waterfront. Leslie Street extending south from Queen Street East provides direct access to the headland which is located at the foot of this street. As an entrance to a major recreational amenity on the waterfront, this portion of Leslie Street presents a challenging urban design problem. Leslie Street is flanked by industrial uses, some of which are distinctly unattractive and is intersected by major transportation corridors in the form of Lakeshore Boulevard and the terminus of the Gardiner Expressway. At present, it does not immediately suggest that an attractive recreation area is nearby.

Until the future use of the headland for a range of recreational activities is secured and until access to the headland is improved, a major gap in waterfront access across the City will continue to exist. The headland has the potential to provide excellent recreational opportunities in a unique setting which should be complemented by an appropriate degree of accessibility.

While the precise details of the future recreational uses on the headland remain uncertain, the interim use of the Spit, as it is known, has generated considerable interest on the part of field naturalists, cyclists and hikers.

The Part I Official Plan makes reference to this area in two sections:

Section 5.14 which states in part:

> "Council will take any necessary steps to ensure that any land created by following Lake Ontario adjacent to the Lakeshore will be used only for parks, recreational or ancillary uses..."

Section 5.15 states:

> "Public access to parks located on the Lakeshore will be improved provided the appearance and recreational value of the Lakeshore will not be adversely affected, and provided such improved access does not adversely affect the use of adjacent residence areas."

Consistent with these Part I policies and the current and future use of the headland it would be appropriate for Council to take steps in the Knox-Eastern area to ensure that access to the headland and Aquatic Park is enhanced.

It is proposed that the function of Leslie Street as a major access to the waterfront be recognized through a policy statement in the Knox-Eastern Part II Plan. This policy statement would then form the basis for other actions which might be taken to implement this objective.

In this regard, the Community and Neighbourhood Division in co-operation with the Urban Design Group of the Department of Planning and Development have initiated a conceptual design exercise to provide specific design initiatives to improve Leslie Street as an identifiable access to the headland and Aquatic Park.

It is anticipated that Leslie Street will be given more focus as an access to the outer harbour headland through possibly large scale tree planting, directional signs, road improvements, and appropriate design measures for adjacent private development.

As has been proposed elsewhere in this report, portions of the Knox-Eastern Area will be designated for Site Plan Control. In this context, developments can be reviewed with the objective of enhancing access to the headland. The specific criteria with respect to this area are discussed further in Section 4.11.

4.8 Traffic and Parking

A number of traffic and parking problems have been identified in the Knox-Eastern area, many of which are related to the presence of industry in close proximity to housing.

Truck access to industries south of Eastern Avenue is excellent. However, Eastern Avenue also serves as a major trucking route for industries located west of Knox-Eastern and downtown and consequently carries heavy volumes of traffic. Local industrial truck traffic is also quite heavy with a significant volume of truck traffic being generated by the South Central Postal Sorting Station.

Despite excellent access from Eastern Avenue which provides links to other arterials, trucks and other traffic destined for local industries frequently seek shorter routes through the predominantly residential streets of Laing Street, Knox Avenue, and Woodfield Road. Knox Avenue in particular acts as a southerly extension of Greenwood Avenue south of Queen Street and accommodates an unusually high volume of a.m. rush hour traffic for a local street.

Non-local truck traffic is already prohibited on two local streets in Knox-Eastern: Knox Avenue and Connaught Avenue. It may be appropriate to extend this prohibition to other streets as well, namely Laing Street, Woodfield Road and Woodward Avenue. Reducing truck traffic would then be a matter of enforcement. This report recommends that the Commissioner of Public Works be requested to report on this matter. In addition, the Metropolitan Police Department should be requested to exercise greater vigilance with respect to this prohibition in order to eliminate truck traffic on local streets where such has been prohibited.

Reducing overall rush hour traffic volumes through the residential streets presents a more difficult problem, particularly on Knox Avenue and Woodfield Road. Solutions to these traffic problems should be sought through a comprehensive review of existing traffic patterns with a view to balancing the need for efficient traffic movement against the objective of providing a reasonable residential environment on local residential streets. It is proposed that such a review be undertaken by the Commissioner of Public Works in consultation with the Commissioner of Planning and Development and area residents.

Parking is also an issue of concern to local residents. Some commercial and industrial uses along Queen Street East attract significant numbers of cars which frequently use the adjacent side streets for both long and short term parking. The Toronto Parking Authority has investigated the feasibility of providing a parking lot in the area to serve commercial uses along Queen Street East, but has concluded that given current demand this would not be an appropriate solution at this time. A parking turnover survey carried out by the Department of Public Works in August of 1979 also concludes that the present usage and vehicle turnover of available curb parking spaces did not justify the installation of parking meters along Queen Street.

Parking problems are evident along the local residential streets, the apparent result of the cumulative effect of a number of sources. A number of auto body shops which operate in the area do not provide adequate on-site parking for their needs and often use the street for temporary storage of vehicles awaiting repair. Employees of the T.T.C and the Postal Sorting Station frequently use local streets for parking although space is usually available on-site in employer provided lots. A number of smaller industries also do not provide sufficient space on-site for employees and visitors. The cumulative effect of these various sources is, as noted earlier, considerable congestion on local residential streets.

Finally, when the Greenwood Race Track is in operation, there is a certain amount of spill-over of parking onto the local residential streets of Knox-Eastern.

Solutions to the parking problem must be sought through a number of measures. In the past, members of the Planning and Development Department have written to both the T.T.C. and the Post Office asking co-operation in relieving area parking problems. Both the Post Office and the T.T.C. have agreed to remind their employees to use the lots provided. It would be appropriate for the City Council to reiterate this request and to suggest that a more active employee campaign be undertaken.

Concomitant with this effort to educate employees who are provided with parking but choose to park on the streets, the Metropolitan Police should be requested to enforce long term parking prohibitions. On-street parking is generally governed by By-law 522-78. This By-law stipulates, in part, that vehicles shall not be parked on a street for an unreasonable length of time, and in no case for a period longer than three hours. Enforcement of this regulation would help alleviate some of the

parking congestion. Enforcement, however, can not be viewed as the only, or even the best solution in the long term. More permanent resolutions should be sought in a comprehensive manner. This kind of approach was taken in the area north of the Greenwood Race Track and a comprehensive series of conclusions and recommendations were presented in the report, "Parking Study Phase One, February, 1981". The Knox-Eastern area could benefit from solutions proposed in the report with respect to parking problems generated by the proximity of the Greenwood Race Track, should they be implemented.

A recent request from the City Services Committee of Council, to study parking and traffic in a portion of Knox-Eastern, has been put forth in response to the recently completed study for the area immediately north of the Greenwood Race Track. It is anticipated that a number of recommendations adopted in that study will be suitable for the Knox-Eastern area. Once the results of this study are known it will be decided whether or not a similar study should expand to include all of Knox-Eastern.

4.9 Environment

Environmental quality is an area of concern due to the presence of industry and housing in close proximity. A number of sources of pollution exist in and around Knox-Eastern. All of these sources are currently being monitored by the Provincial Ministry of the Environment (M.O.E.), and efforts are being made to ensure that appropriate abatement measures are taken to effect compliance with the Environmental Protection Act with respect to all known pollutants.

For example, the Ministry of Environment, placed a control order on Canada Metal Limited in November of 1979. Over a period of 14 months Canada Metal improved their pollution control technology by investing $500,000. By January 1, 1981 Canada Metal had completed the pollution control programme established by the Ministry of Environment. Since this date Canada Metal has consistently maintained an "acceptable" air quality as monitored by the Ministry of Environment at strategic locations proximate to the Canada Metal Plant. There remains, however, a certain controversy over the minimum acceptable standards for low level lead pollution, as established by the Ministry of Environment.

The medical profession remains divided as to the effects of low level lead pollution on behaviour and cognition (1).

There are a number of actions the City can take which would complement the M.O.E.'s efforts to improve enviromental quality in Knox-Eastern. The first would be to recognize in the Part II Plan the important objective of securing a high level of environmental quality in Knox-Eastern. The adoption of proposed zoning changes would put into place a more restricted industrial zoning than has applied in the area in the past and would be one step towards this objective. In this way the location of new potentially incompatible industries in the future would be prohibited.

A number of uses which are presently non-conforming and several which will become non-conforming under the proposed zoning are uses which are environmentally unsuitable next to housing. An active relocation policy with respect to these industries would clearly contribute to the objective of achieving a high level of environmental quality in Knox-Eastern.

A particularly blighting influence in the area is a series of scrap yards along the north side of Eastern Avenue. These are among the non-conforming uses which should be relocated from the area. But in the short term, until relocation can be effected, certain measures can be taken which could alleviate some of the visual unattractiveness of these uses.

The storing of wrecked cars or other scrap on the boulevard contributes to the unhealthy image of industry in Knox-Eastern, as does the condition of fences along the street and the general condition of these properties. Since Eastern Avenue is a Metropolitan road in this area, the Metropolitan Commissioner of Public Works should be requested to ensure that these boulevards are kept clear of wreckage or other debris at all times.

(1) G.J. Stopps (1981) "Health Effects of Low Lead Level Exposure with Special Reference, to Certain Areas of Toronto", Faculty of Medicine, University of Toronto.

It would also be appropriate to investigate the feasiblity of landscaping the boulevard in this area and including the installation of bollards or other barriers to prevent parking. In addition, the Commissioner of Buildings and Inspections should be requested to exercise vigilance with respect to enforcement of the Non-Residential Standards By-law for these properties as well as for other industrial properties in the area. An effort should be made to improve the general appearance of the scrap yards with improved fencing, both in terms of quality of maintenance and ability to obscure internal operations of the yards themselves.

Finally, the City has at its disposal the powers of Site Plan Control which would allow the City to make requirements, in situations where redevelopment occurs, in matters relating to siting and massing of buildings, landscaping, buffering, fencing, access, parking, and garbage disposal. In exercising this authority Council can contribute to the improvement of the environment, particularly the immediate environment, for residents. It can be expected that, with continued monitoring by the M.O.E., implementation of more restrictive industrial zoning, enforcement of the Non-Residential Standards By-law, proposed improvements to boulevards on Eastern Avenue and Site Plan Control, improvement to environmental quality can be anticipated over time.

4.10 Non-Conforming Uses

The proposed Official Plan policies and implementing zoning recommendations will make approximately 240 residential and 2 industrial properties which are currently legal non-conforming uses into conforming uses. As a result of the changes to the Zoning By-law to make the 240 residential uses conforming, approximately 19 additional industrial and commercial properties will be made non-conforming while 14 industries which are presently non-conforming will remain so.

While many fewer properties will be non-conforming under the proposed Plan than under the current zoning, there will still be a significant number of non-conforming uses in the area. It is important, therefore that policies with respect to those uses, most of which are industrial, be made clear.

A legal non-conforming use is one which is prohibited in a zoning district but which was in existence at that location at the time the Zoning By-law and/or any amendments came into effect. The use is allowed to continue at its location, but any improvement to or

expansion of such a use requires the permission of the Committee of Adjustment. City Council has previously adopted guidelines for evaluating non-conforming industries whereby expansion of such uses is recommended provided certain criteria, generally related to noise, odour, traffic and other environmental problems, can be met. These guidelines have been forwarded to the Committee of Adjustment and represent Council's position with respect to non-conforming industries.

In this way flexibility is afforded to these industries, provided improvement to environmental problems can be effected, while at the same time the City and the public retain an essential measure of review and control.

On the whole, the Committee of Adjustment provides, in most instances, an excellent mechanism for balancing the needs of individual industries and those of the surrounding community. In some cases, however, more deliberate and decisive action is called for on the part of the City. In the Knox-Eastern area there are a number of particularly offensive uses, all of which are concentrated in the block bounded by Leslie Street, Queen Street East, Laing Street and Eastern Avenue. In the long run it would clearly be in the interest of the general community if these uses were relocated to areas more appropriately designated and zoned. It is therefore suggested that a more aggresive policy of relocation be pursued with respect to non-conforming industries in this block and in particular with respect to the scrap yards located on the north side of Eastern Avenue.

4.11 Development Review Criteria

Elsewhere in this report recommendations have been brought forward to designate portions of the Knox-Eastern planning area for Site Plan Control. Under this authority, the City can regulate and make requirements with respect to matters such as parking, access, landscaping, fencing, buffering and relationships to public highways and pedestrian routes. This control measure is particularly important and useful when applied in the Restricted Industrial Area and Low Density Mixed Commercial-Residential Areas to ensure compatibility between these areas and the adjacent residential areas.

Development Review under Site Plan Control proceeds more efficiently if there are easily accessible, clear guidelines available. In order to make developers more aware of guidelines before they embark on the design process, it is desirable for Council to adopt guidelines by resolution and to produce and make available copies of

these guidelines. Proposed Development review criteria for the Knox-Eastern area are discussed in the following section. As discussed previously, Site Plan Control is being recommended for the Restricted Industrial Area, The Special Residence Area and the Low Density Mixed Commercial-Residential Area; each of these areas are dealt with in turn.

4.11.1 Guidelines for the Restricted Industrial Area

Under the proposed I2 zoning, uses which may create conflict with adjacent areas of housing have been excluded. The additional powers available under Site Plan Control, however, would further enhance compatibility between the Restricted Industrial Area and surrounding areas. A number of guidelines are recommended to guide future consideration of applications for development review in the Restricted Industrial Area.

a) New developments in the Restricted Industrial Area shall, to the extent possible, be sited and massed in such a way that the bulk of the buildings is shifted away from Eastern Avenue.

b) Outdoor activity areas, such as loading facilities, garbage storage facilities, truck access, etc., should not be located at or near the Eastern Avenue frontage of any lot.

c) Fencing, landscaping and, where practical, berming, should be employed to create visual barriers between industrial uses which involve outdoor storage of equipment and machinery, along Eastern Avenue and Lakeshore Boulevard.

d) Any lighting should be directed away from Eastern Avenue and Lakeshore Boulevard and illumination should be such that it is not disruptive to residential uses on the north side of Eastern Avenue.

Another important concern in the Restricted Industrial Area is related to urban design along Leslie Street, particularly with respect to encouraging access to the Outer Harbour Headland at the foot of Leslie Street. Site Plan Control offers an opportunity to review proposed developments in relationship to this objective. A number of guidelines in this respect are therefore proposed.

e) Frontages along Leslie Street should create an attractive facade through appropriate design and measures such as landscaping, tree planting, lighting and setbacks from the street.

f) The existing bicycle route south of the Lakeshore Boulevard should be extended north along Leslie Street to provide an identifiable and safe route for access to the Harbour area.

g) Developments along Leslie Street should be consistent with and complement any existing or proposed public objectives and initiatives with respect to access to the Outer Harbour Headland.

4.11.2 Guidelines for the Special Residence Area

Although any new residential development in this area will require a site specific zoning by-law amendment and possibly a plan of subdivision, further control is offered through Site Plan Control. Site Plan Control will offer control over conceptual design, vehicular and pedestrian circulation routes, landscaping and numerous other details of development. A number of guidelines are provided below which will offer direction for the consideration of applications for development review in the Special Residence Area. These include:

i) the existing street pattern should be utilized and enhanced through the appropriate orientation of residential units and any internal circulation system. The internal circulation system for vehicles and pedestrians should maintain or complement the existing rectangular street pattern;

ii) where possible dwelling units should provide direct access to grade, or common entrances should provide access to a limited number of units;

iii) the internal pedestrian walkway system should offer ingress and egress to the site on all three perimiter roads and convenient access to Queen Street should especially be ensured;

iv) the proposed development must be designed to complement the form, height, and scale of adjacent and neighbouring residential buildings.

4.11.3 Guidelines for the Low Density Mixed Commercial-Residential Area

Light, view and privacy standards as set out in the report "Light, View and Privacy Standards" prepared by the Planning Board in July of 1977 have been used in an informal way as guidelines for Mixed Commercial-Residential Areas in the Central Area for some time. These standards have recently been revised and should be used to evaluate new developments in the Low Density Mixed Commercial-Residential Area in Knox-Eastern. In addition to these criteria, several others are proposed for the Low Density Mixed Commercial-Residential Area. These include:

a) Vehicular access for parking and loading purposes should be provided from the rear where possible;

b) Sideyards normally should not be provided and if provided should be less than 1.5 metres in width;

c) Buildings should generally be set back from the front lot line the average distance of the buildings on either side;

d) Buildings should conform to the standards proposed in the report Light, View and Privacy standards prepared by the Planning Board and adopted by Council in September 1981;

e) The retail frontage should be designed to maximize window display areas and/or outside areas for merchandise display;

f) Projects on sites with wide frontages should be designed to accommodate, or at least reflect the scale of small, individual storefronts, ie. 4.5 to 6 metres (15 to 20 feet) wide;

g) In areas where commercial and industrial uses are adjacent to residential uses and to ensure that the noise and fumes from the proposed non-residential uses do not unduly affect nearby houses: vehicular access to parking, servicing and garbage collection areas should be set back a reasonable distance from the lot line abutting an existing house, or alternatively, adequately screened or enclosed;

h) The main floor should be located at grade or within .3 metres from grade and below grade commercial space should not be directly accessible from the street.

5. Summary of Official Plan Proposals

5.1 Part 1 Official Plan Amendment

That the Part I Plan for the City of Toronto be amended as it applies to Knox-Eastern as follows:

i) by deleting from Map 3 of the Part 1 Plan the Area of Permissible Industrial Use and Area of Permissible Commercial Use for the areas shown on Map 3.1 of this report.

ii) By amending Map 1 of the Official Plan Part I by redesignating as Open Space the area shown on Map 3.2 of this report now designated Low Density Residence Area.

5.2 Part II Official Plan Amendment

That the following statements and map be considered for the purpose of amending the Official Plan for the area of the City of Toronto known as Knox-Eastern.

5.2.1 Interpretation

1.1 For the purpose of amending the Official Plan for the City of Toronto Planning Area, Knox-Eastern is defined as that area within the solid dark line as shown on Map 5.1

1.2 This amendment is deemed to be Part II of the Official Plan for Knox-Eastern.

1.3 The boundaries of the Low Density Residence Area, the Special Residence Area, the Low Density Mixed Commercial Residential Area, the Restricted Industrial Area, the Local Park and Open Space are as set out in Map 4.1 which forms part of this amendment.

1.4 The text and maps of Part 1 of the Official Plan shall continue to apply to Knox-Eastern except when in conflict therewith, in which case the text and map of this amendment shall prevail.

5.2.2 General

2.1 a) Knox-Eastern is an area of mixed land use, containing areas of industrial concentration, areas of residential concentration, small areas of commercial concentration, and areas where these uses are mixed. Knox-Eastern is also characterized by a high proportion of publicly owned land.

b) It is the objective of Council to encourage the positive aspects of these component parts of Knox-Eastern so as to:

i) preserve those areas of Knox-Eastern, south of Eastern Avenue, which are primarily in industrial use for continued industrial use;

ii) to recognize and strengthen the residential function of the area north of Eastern Avenue and to enhance the quality of the residential environment;

iii) to minimize conflict between residential and non-residential land use activities; and

iv) to consolidate commercial activity in the Knox-Eastern area by restricting commercial uses to portions of Queen Street East and providing opportunities for the encouragement of retail and other locally oriented commercial services within these areas.

Housing

2.2 It is the policy of Council that the long standing residential areas of Knox-Eastern be strengthened and improved. Accordingly, Council shall:

i) take steps where necessary to encourage the rehabilitation of the existing housing stock and to seek funds for that purpose from other levels of government;

ii) seek to ensure that the Knox-Eastern area provides housing for a range of household types and income groups;

iii) encourage new residential development where appropriate in the area north of Eastern Avenue in order to enhance the residential quality of the area; and

iv) assure that new residential development complements the physical form of housing in the area and is compatible with adjacent industrial areas.

Industry

2.3 It is the policy of Council to encourage the retention of existing concentrations of industrial uses South of Eastern Avenue, and the introduction of appropriate new industries, and to minimize conflict between industrial and nearby residential and commercial uses. Accordingly, Council shall employ its powers of regulation and review the designated areas for exclusively industrial use and employ such regulatory measures as may be necessary to ensure compatibility between industrial and non-industrial uses.

Commerce

2.4 It is the objective of Council that a range of local retail and service facilities shall be provided in Knox-Eastern to serve the needs of residents and workers. Accordingly, Council shall:

i) regulate the supply of commercially designated lands so as to encourage the consolidation and improvement of commercial and service uses and direct such development to areas along portions of Queen Street East where concentrations of such uses presently exist;

ii) restrict commercial development in industrial areas and residential areas.

Environment

2.5 It is the objective of Council to achieve and maintain a satisfactory level of environmental quality throughout Knox-Eastern with respect to noise, air and soil conditions. Accordingly, Council shall undertake programmes, use its regulatory powers, and enourage property owners and other levels of government as necessary to:

i) minimize and control emissions such as noise, odour, dust, fumes and particulate matter from industries in Knox-Eastern and nearby industrial areas;

ii) improve the general condition of properties particularly with respect to refuse, debris and abandoned motor vehicles;

iii) improve the streetscape and general visual appearance of Knox-Eastern; and

iv) ensure adequate buffering between industrial, residential and commercial uses and areas, through the use of fences, walls, landscaping, siting and setbacks.

Parking and Traffic

2.6 It is the objective of Council to provide a pattern of traffic movement in Knox-Eastern so as to encourage the efficient movement of vehicles associated with local industrial and commercial activity to reduce conflict between residential and non-residential uses by means such as extensions and improvements to lanes, review of truck routes, and other site planning review as provided by Site Plan Control in accordance with Section 40 of The Planning Act.

2.7 Council shall seek to increase the number and utilization of both on-street and off-street parking facilities through such measures as improving and expanding the laneway system, encouraging the shared use of parking facilities, encouraging the use of public transit through improvements to the transit system and other incentives, and exploring opportunities to expand off-street parking facilities.

Improvement Implementation

2.8 In order to secure the implementation of improvements in Knox-Eastern consistent with this Plan, Council shall seek funding through relevant government programmes and shall seek the introduction of such new programmes as may be necessary or appropriate.

Community Services and Public Recreation

2.9 In order to provide for a level of community services and facilities and public recreation appropriate for the needs of Knox-Eastern residents, it is the policy of Council to:

i) encourage the continued efforts to co-ordinate community services and programmes at the Applegrove Community Complex located just north of Knox-Eastern:

ii) seek to secure the future of the Leslie Street headlands for recreational use and to improve access to the headlands for residents of Knox-Eastern and adjacent neighbourhoods;

iii) seek to develop the open space in Knox-Eastern occupied by the Metro Main Sewage Treatment Plant for active recreation activities and to better integrate these lands with the Eastern Beaches to create an attractive access to the waterfront for residents of Knox-Eastern.

Building Height

2.10 In recognition of building height as an essential element in maintaining residential amenity, visual coherence of specific areas and compatibility between differnet uses and areas in Knox-Eastern, it is the policy of Council to pass by-laws to limit the height of buildings in those parts of Knox-Eastern where these objectives are important and should be secured.

5.2.3. Low Density Residence Area

3.1 The Low Density Residence Area shall be regarded as a stable residential area in which housing suitable for families with children shall be encouraged in a variety of predominantly low scale building forms.

3.2 In the Low Density Residence Area, Council may pass by-laws to permit residential buildings having a gross floor area in accordance with Part I of the Official Plan, provided that in passing by-laws to permit the maximum densities, appropriate regard is had for the effect of such buildings on the stability and general residential amenity and character of the Residence Area.

3.3 Section 2.8(b) of Part I of the Official Plan shall not apply in Knox-Eastern.

5.2.4 Special Residence Area

4.1 The Special Residence Area consists of primarily industrial uses which are environmentally and visually incompatible with adjacent residential uses. Without prejudicing the current operation of existing industrial uses, the Special Residence Area shall be regarded as an area where suitable residential redevelopment would be encouraged for a variety of housing forms.

4.2 In the Special Residence Area Council may pass by-laws to permit buildings containing residential uses, to a maximum density of 1.5 times the area of the lot.

4.3 Prior to passing by-laws referred to in Section 4.2 to permit residential uses in the Special Residence Area Council shall be satisfied that:

a) any proposed residential redevelopment in the area is part of a comprehensive plan which does not result in incompatibility between industrial and residential uses;

b) no new residential development is proposed adjacent to a non-conforming industrial use;

c) a satisfactory living environment for the new occupants is provided, in terms of, noise, fumes, view, light, privacy and recreation space;

d) the existing street pattern is respected and enhanced and new residential units are street oriented in any internal road system;

e) an internal pedestrian walkway system is provided offering ingress and egress to the site on all three perimiter roads and that convenient access to Queen Street especially be ensured;

f) consideration has been given to the provision of a public park or common open space of at least 1393.5 square metres (15,000 square feet), in addition to the residential open space requirement;

g) consideration has been given to the provision of housing for low-to-moderate income households;

h) consideration has been given to proceeding with the development of this Area in accordance with a registered plan of subdivision.

4.4 Notwithstanding the provisions of Section 4.2, Council may, on the application therefor by the owner of a lot, pass by-laws in the Special Residence Area to permit buildings containing residential uses at densities up to 25 percent greater than the residential density permitted by Section 4.2, provided that the owner of any such building agrees with the City to provide such additional residential density as housing suitable for low-to-moderate income households.

4.5 Notwithstanding Section 4.2, and in order to ensure the continued functioning of existing industrial uses in the Special Residences Area prior to redevelopment, as well as securing a high level of residential services for future and neighbouring residents through a review of any major development proposal, Council may pass by-laws to permit industrial uses in the Special Residence Area having a gross floor area up to 2 times the area of the lot, provided any such use was legally in existence at the date of passage of this Plan by Council.

5.2.5 Low Density Mixed Commercial-Residential Areas

5.1 The Low Density Mixed Commercial-Residential Areas shall be regarded as stable, predominantly low-rise pedestrian oriented retail and service areas containing a mix of commercial, residential and institutional uses.

5.2 In Low Density Mixed Commercial-Residential Areas, Council may pass by-laws to permit:

i) buildings containing only residential uses up to a miximum residential density of 200 units per hectare; or

ii) buildings containing only commercial and/or institutional uses up to a maximum non-residential density of 2.0 times the lot area; or

iii) buildings containing a mix of residential uses and commercial and/or institutional uses at densities determined by the following mixing formula:

$$\frac{\text{Non-Residential Density}}{100} + \frac{\text{Residential Density}}{100} = 2.5$$

Provided that the non-residential density does not exceed 2.0 times the area of the lot and the residential density does not exceed 200 units per hectare.

5.3 Notwithstanding the provisions of Section 5.2 of this Plan, Council may pass by-laws in Low Density Mixed Commercial-Residential Areas to permit, on lots having an area less than 335m2, buildings containing only residential uses, only commercial and/or institutional uses, or buildings containing a mix of commercial and/or institutional uses and residential uses, up to a maximum density of 2.5 times the area of the lot provided that the residential gross floor area does not exceed 2.0 times the area of the lot and the non-residential gross floor area does not exceed 2.0 times the area of the lot.

5.4 Section 3A.1(g); 3A.1(i) and 3A.1(j) of Part I of the Plan shall not apply in the Low Density Mixed Commercial-Residential Areas in Knox-Eastern.

5.2.6 Restricted Industrial Area

6.1 The Restricted Industrial Area shall be regarded as an area containing a limited range of industrial and ancillary uses which are environmentally compatible with adjacent residential and mixed use areas.

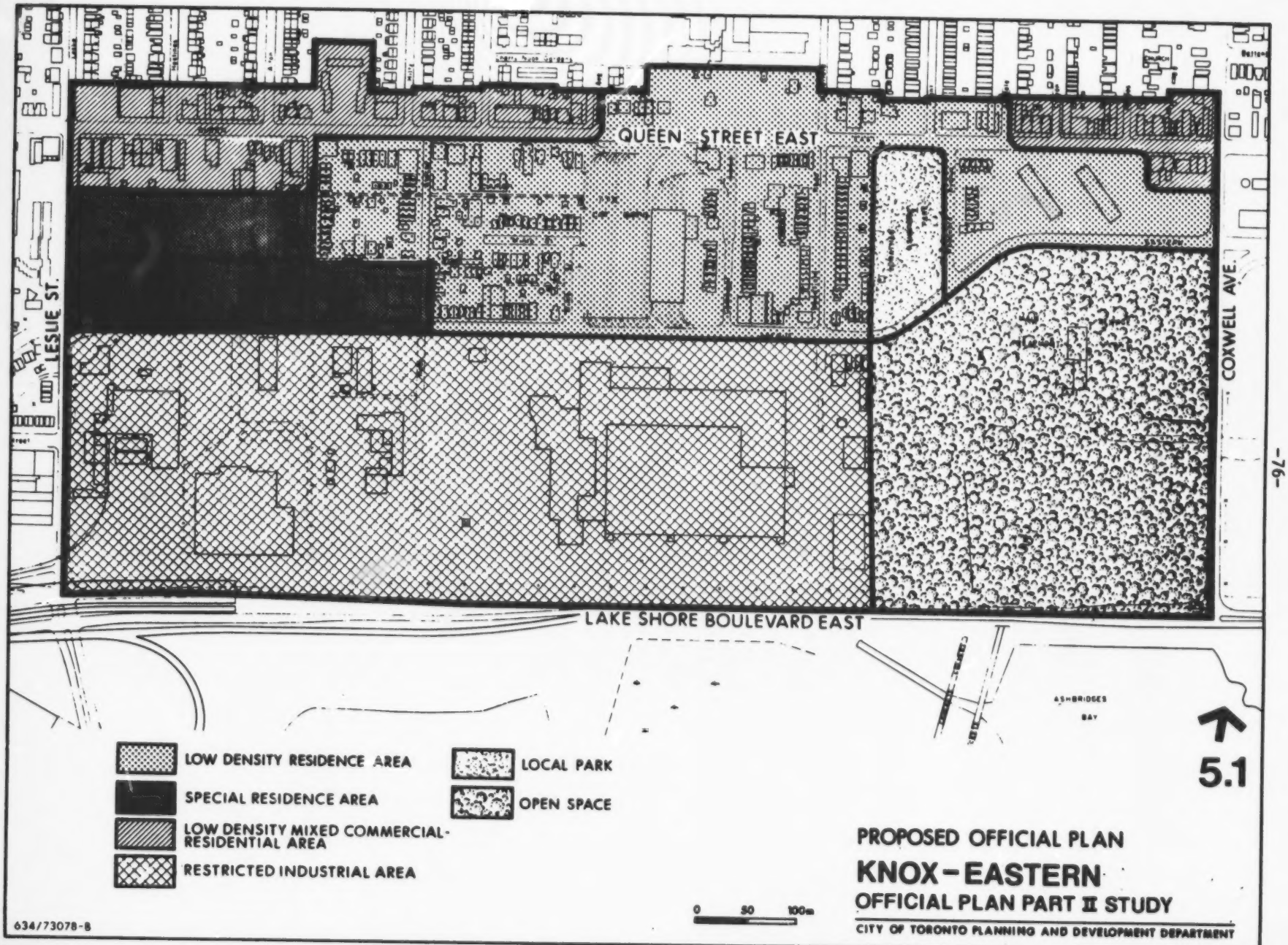
6.2 In the Restricted Industrial Area, Council may, subject to Section 6.3(a) and (b), pass by-laws to permit:

i) industrial buildings or uses which have a minimal environmental impact on neighbouring buildings or uses, provided that the gross floor area of such industrial buildings or uses does not exceed 5.0 times the area of the lot;

ii) commercial and/or institutional buildings or uses incidental to industrial uses or areas.

6.3(a) In order to ensure that development in the Restricted Industrial Area is compatible with adjacent residential uses or areas, it is the policy of Council to pass by-laws to establish height limits in the area, and, where appropriate, to pass by-laws establishing maximum densities below those set out in Section 6.2

(b) In considering applications to amend the Zoning By-law in the Restricted Industrial Area in respect of height or to permit the maximum permissible densities as set out in Section 6.2 of this Plan, Council shall have regard for the relationship and impact of the new development on existing buildings and uses in the adjacent Low Density Residence Area and Mixed Commercial-Residential Area in terms of height, bulk, siting, servicing, vehicular circulation and access, and impact on environmental quality in adjacent areas.


QUEEN STREET EAST
LESLIE ST.
COXWELL AVE.
LAKE SHORE BOULEVARD EAST
ASHBRIDGES BAY
LOW DENSITY RESIDENCE AREA
SPECIAL RESIDENCE AREA
LOW DENSITY MIXED COMMERCIAL-RESIDENTIAL AREA
RESTRICTED INDUSTRIAL AREA
LOCAL PARK
OPEN SPACE
0 50 100m
5.1
PROPOSED OFFICIAL PLAN
KNOX-EASTERN
OFFICIAL PLAN PART II STUDY
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
634/73078-B

6. Proposed Amendments to The Zoning By-Law

For the purpose of implementing the proposed policies in Part II of the Official Plan for Knox-Eastern, the Zoning By-law shall be amended as follows:

6.1 Density

6.1.1 The gross floor area provisions of the Zoning By-law be amended generally in accordance with Map 6.1.

6.1.2 None of the provisions of paragraph (f), subsection 12 of Section 4 of By-law 20623, as amended shall apply to Knox-Eastern. In lieu thereof, no person shall on any lot in any U200 zone erect or use any mixed use building in which the sum of the non-residential gross floor area in square metres plus 100 times the number of dwelling units is greater than 2.5 times the area of the lot.

6.1.3 None ot the provisions of paragraph (i) of Subsection 12 of Section 4 of By-law 20623, as amended, shall apply in Knox-Eastern. (Senior Citizen Housing will be permitted by Site Plan By-law).

6.1.4. None of the provisions of paragraph (e), Subsection 12 of Section 4 of By-law 20623, as amended, shall apply to prevent the erection or use of a residential building on a lot in a U200 zone containing a greater number of dwelling units than that permitted by that paragraph provided:

i) the area of the lot does not exceed 335 square metres; and

ii) the residential gross floor area does not exceed 2.0 times the area of the lot.

6.1.5 Notwithstanding Section 6.1.2 above, nothing shall prevent the erection or use of a mixed-use building on a lot in a U200 zone containing a greater number of dwelling units than that permitted in Section 6.1.2, provided that:

i) the area of the lot does not exceed 335 square metres; and

ii) the residential gross floor area and the sum of the residential gross floor area plus the non-residential gross floor area do not exceed the amounts prescribed below.

Residential Gross Floor Area	Sum of Residential g.f.a. plus Non-Residential g.f.a.
2.0 times the area of the lot	2.5 times the area of the lot

6.2 Use

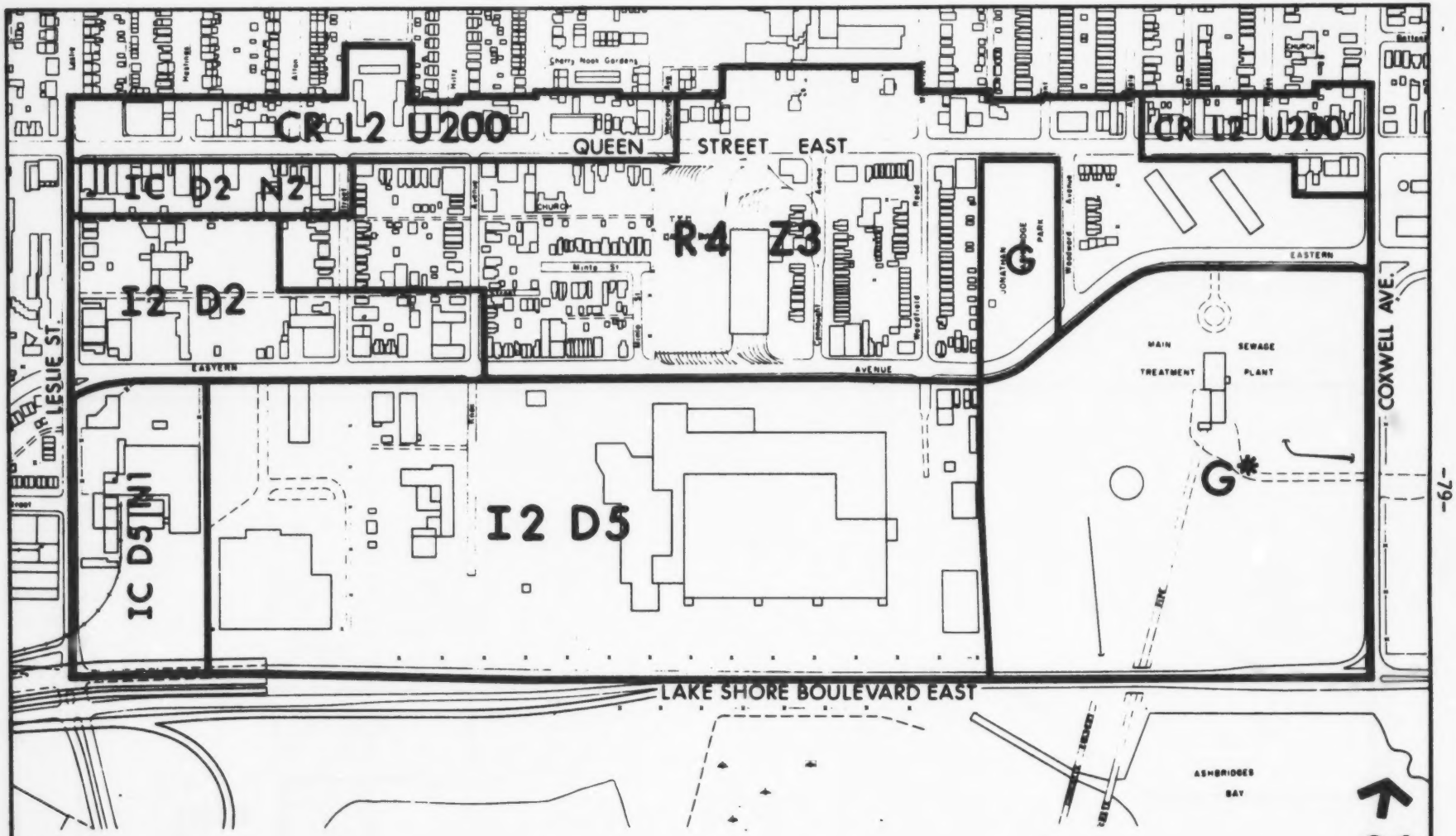
6.2.1 The use provisions of the Zoning By-law be amended generally in accordance with Map 6.1.

6.2.2. That, notwithstanding 6.2.1 above, a pumping facility or any use accessory to such facility be permitted in the G* zone shown on Map 6.1.

6.2.3 That, notwithstanding 6.2.1 above, administrative offices, a private commercial garage, outdoor storage areas for public transit vehicles and any use accessory to these uses shall be permitted on the lands known as 1411 Queen Street East.

6.3 Height

The Zoning By-law be amended as it applies to Knox-Eastern to limit the height of buildings, exclusive of chimneys, vents, mechanical equipment and structures required to house such elements, generally in accordance with Map 6.2.



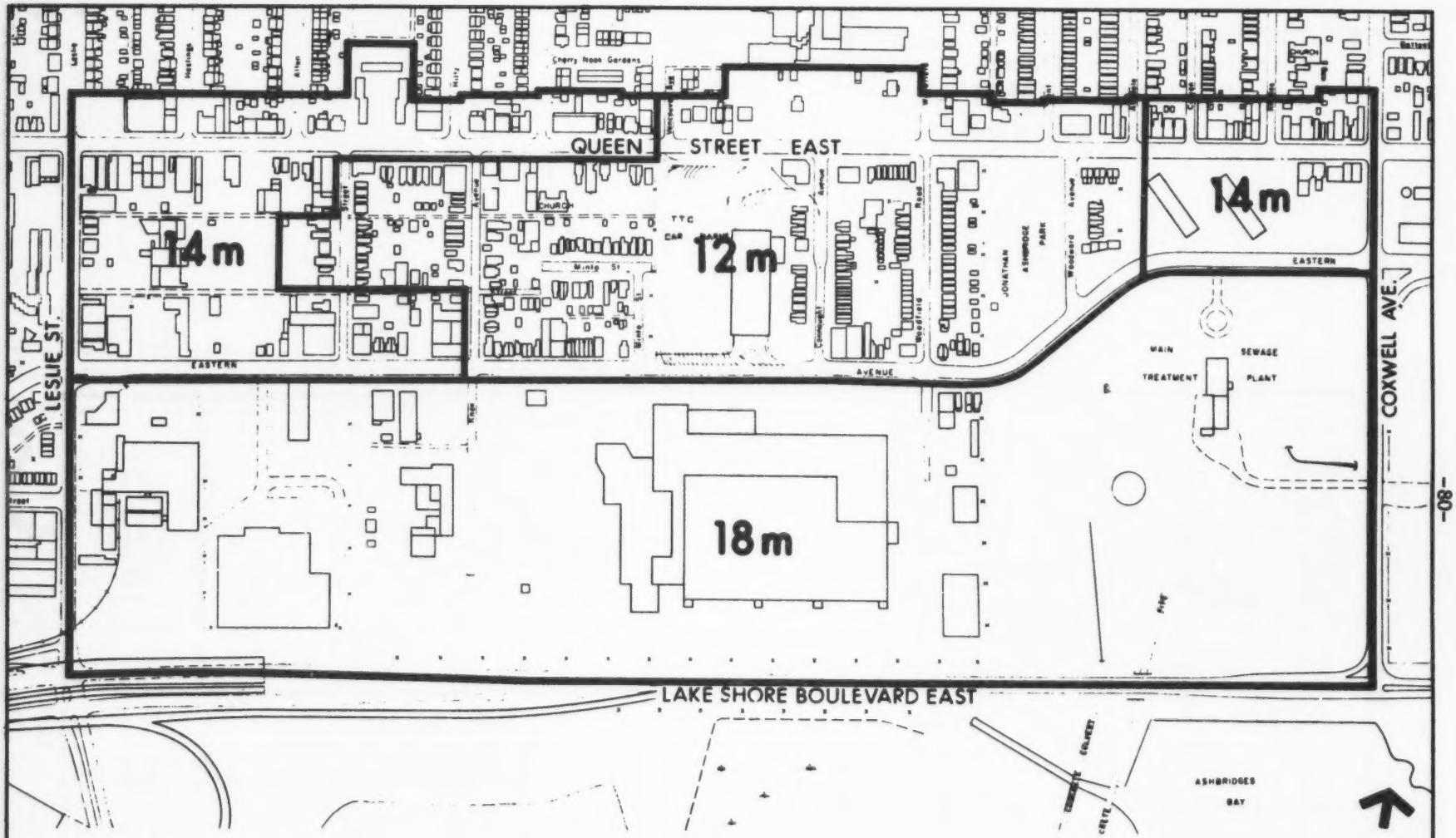
PROPOSED ZONING

KNOX-EASTERN

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

634y73078-B



12 METERS = 38 FEET
14 " = 45 "
18 " = 60 "

0 50 100m

6.2

PROPOSED HEIGHT LIMITS
KNOX-EASTERN
OFFICIAL PLAN PART II STUDY
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

634/73078-B

7. Other Actions

7.1 Site Plan Control

7.1.1. The Special Residence Areas, the Low Density Mixed Commercial Residential Areas, and the Restricted Industrial Area be designated by By-law as areas of Site Plan Control, pursuant to Section 40 of The Planning Act.

7.1.2 For the purpose of reviewing applications for development review in areas designated for Site Plan Control, Council adopt the guidelines as outlined in Section 4.10 of this report.

7.2 Traffic and Parking

7.2.1. The Commissioner of Public Works be requested to report on prohibiting heavy trucks from the following local streets: Laing Street, Woodfield Road and Woodward Avenue.

7.2.2. The Metropolitan Police Department be requested to exercise greater vigilance with respect to truck traffic prohibitions and parking regulations in the Knox-Eastern Area.

7.2.3 The Commissioner of Public Works in consultation with the Commissioner of Planning and Development and area residents and businessmen be requested to undertake a local traffic and parking study with a view to reducing traffic and relieving parking congestion on local streets.

7.2.4 Council seek the co-operation of the Toronto Transit Commission and the Post Office in encouraging their employees to make use of both public transit and employer provided parking lots in order to relieve congestion on local streets.

7.3 Environment

7.3.1 The Metropolitan Commissioner of Public Works be requested to ensure that boulevards on the north side of Eastern Avenue adjacent to the scrap yards are kept clear of wreckage and other debris at all times and to investigate the feasibility of tree planting and landscaping along this boulevard including the installation of barriers to prevent casual parking.

7.3.2 The Commissioner of Buildings and Inspections be requested to strictly enforce the Non-Residential Standards By-law in Knox-Eastern, in particular for the scrap yards located in the area.

7.4 Open Space

7.4.1 The Metropolitan Commissioner of Parks and Property be asked to report in consultation with the Commissioner of Planning and Development and Parks and Recreation on the feasibility of introducing improvements to the grounds of the Sewage Treatment Plant located in Knox-Eastern for active recreational activities.